

31

TRANSIT BOOK

N. W. P. R. R. CO.

14.113.0242

No. 60590

MADE BY

The Hicks-Judd Company

Bookbinders, Printers

Loose Leaf Systems

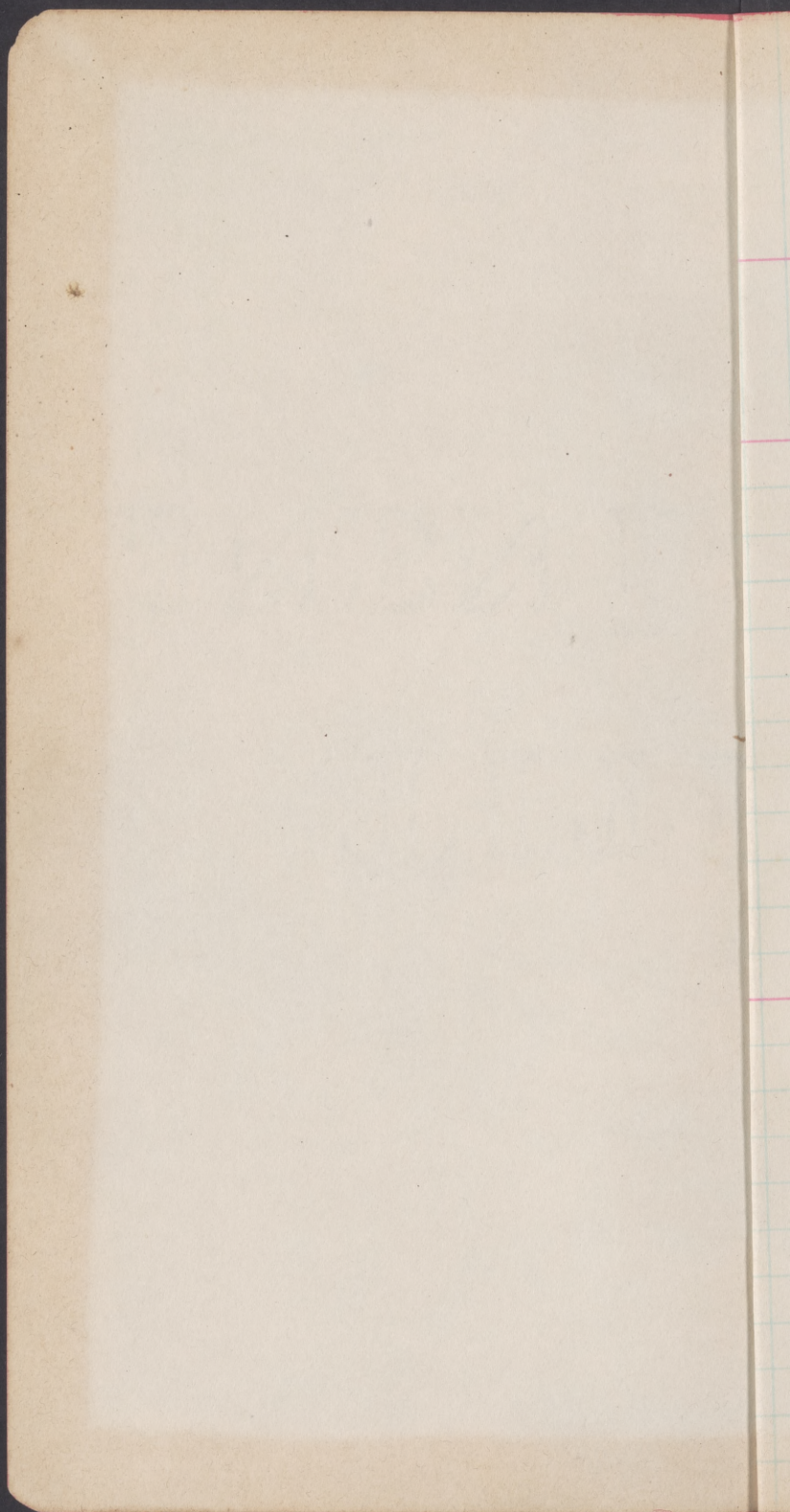
67-69 First St. San Francisco

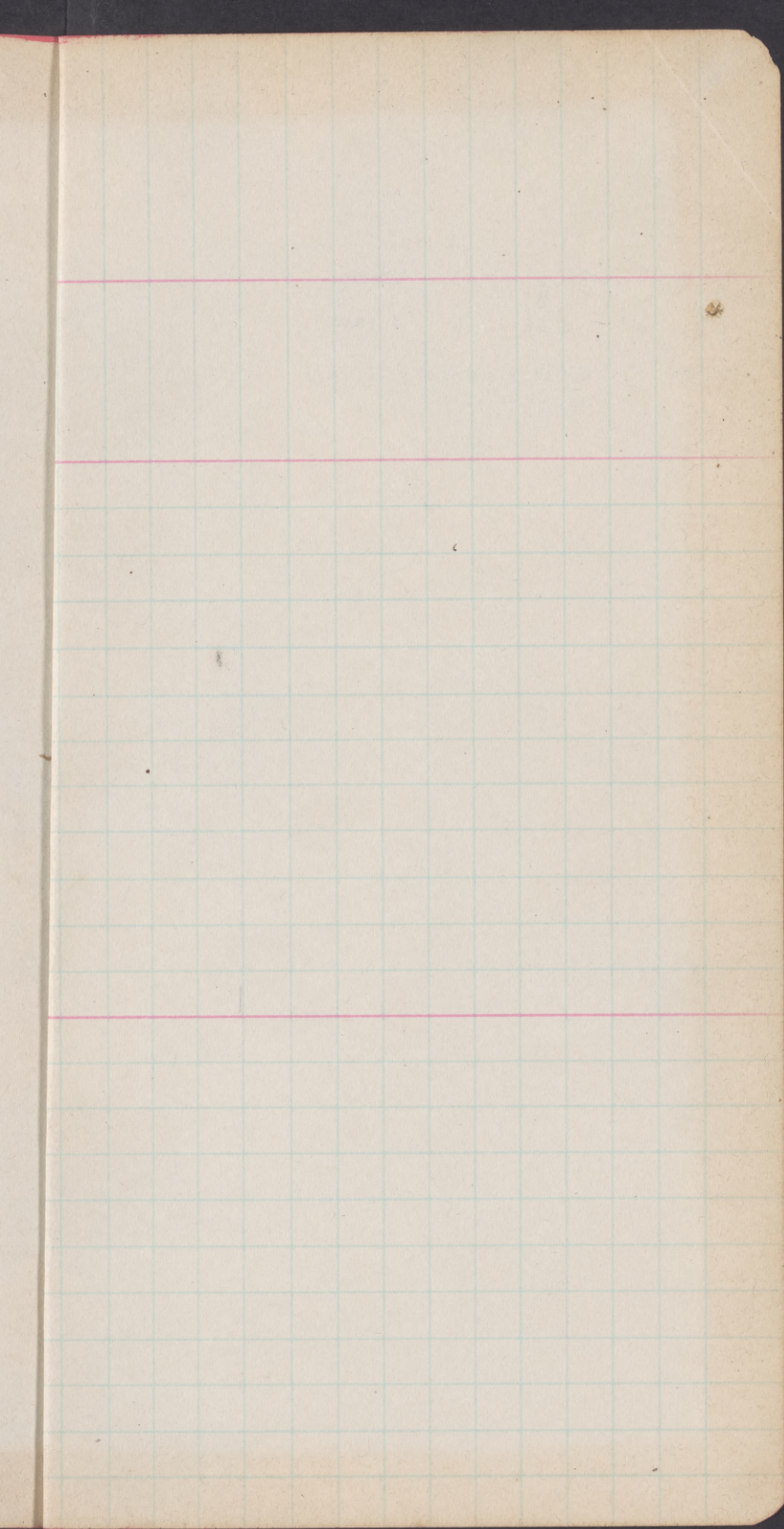
** Give above number when ordering
Duplicate

- M.H. WILSON -

ASST. ENGINEER

1915.





Ross	✓ 68-69	Cut off on Trestle	
Kentfield	✓ 70-71	stakes for new platform over arch	
"	✓ 74-75	X section for new platform	12/15
Petaluma	✓ 76-77	cut off 37B	
"	✓ 78-83	cut offs east approach to Draw Bridge	
Landsdale	✓ 84	X sections Rubble wall	
Fulton	✓ 86-87	Relative to drainage for Mr. Ellis	
Crown	✓ 88-94	drainage survey	10/11/16
Tiburon	- 94-97	Location 6" tile drain	18/11/16
"	- 98-99	" of dead track in scrap yard	18/11/16
"	✓ 100	" tel. Box	
"	✓ 101	chainage to Belvedere	4/12/15
Petaluma	✓ 102-105		
Baltimore Park	✓ 106-114	Assessment on improvement	5/1/16
Petaluma	✓ 117-124	Property ownership	4/16
Fulton	✓ 126-129	Drainage at 59A + 59B	
State Highway	137-141	Copy of deed to S. H. For R of W. McNear	12/15

Location Page	INDEX T-31 Description	Date
Petaluma ✓ 3-4	Levels on prop. new spur track	
Cosmo ✓ 8-11	New bridge	
Willits ✓ 16-19	Property at Willits	1/29/16
Guerneville ✓ 20-23	Fence	
Hopland - 24-25	Trestle 990 cutoffs	13/2/15
Petaluma ✓ 26-33	Profile new industry track thru town	
Fairfax ✓ 34-37	X sections	
" ✓ 38-39	T.R. Levels	
Fairfax - 40-43		
Ridgewood ✓ 44	Location wood shed	
Willits ✓ 45	New spur alignment	
Willits ✓ 46	Trestle 135K extended - near Capet Horn	
Fairfax ✓ 48-55	X section Fairfax to Manor	29/12/15
Ridgewood ✓ 56-59	130H concrete arch	
Grant ✓ 60	Highway xing	
Ross ✓ 68-69	Cutoffs on Trestle	
Kentfield ✓ 70-71	stakes for new platform over arch	

II

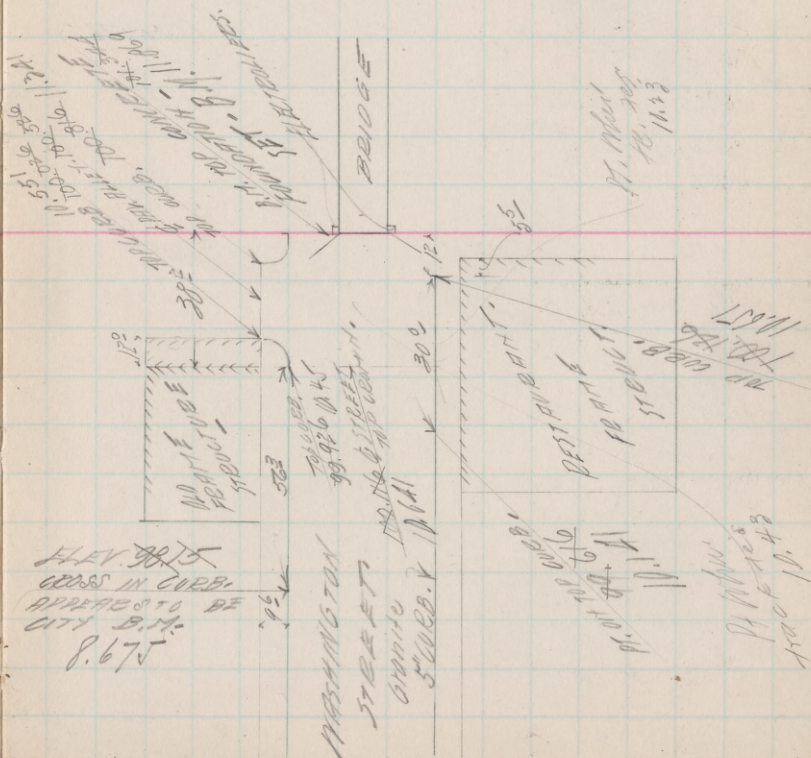
TIP PAVING SIDEWALK
NORTH WEST CORNER
ON WASHINGTON STREET
AND RIGHT OF WAY-

^{Job}
- on concrete foundation of electrodes
ON BRIDGE - EAST END
LOCATION SHOWN IN SKETCH-

PETELUMA

LEVELS ON PROPOSED NEW SPUR TRACK

STA.	+	+	-	Pod.	ELEV.
B.M.	+ 1.136	11.661			10.525
T.P.			- 6.061		5.600
	+ 4.475	10.075			
T.P.			- 1.400		8.675
	+ 6.916	15.591			
B.M. set			- 3.722		11.869



IV

DEC. 2-1915.

- PETELUMA -

STA.	+	π	-	Red	ELEV.
		15.591			

T.P.		-7.606		7.985
------	--	--------	--	-------

TOP RAIL
SPUR TRACK
STA. 46+30

85.83

-7.606

7.985

+5.816 13.801

TOP RAIL SPUR TRACK
STA. 45+60

82.2

-6.70

7.107

B.M. SET nail in
top of old post 4"x4"
tip about 3" above ground
and 3'± from corner
SOUTH-WEST. GOLDEN EAGLE
HAY WARE HOUSE -

-5.81

B.M. - 7.991

CONTINUED.

page.

✓

6

7

8

+ 0426

Elev. 310 6761

- COSTO - BRIDGE.

WEST BULK HD 512+255

+ 023

1484 TRESTLE

STA. 524. ELEV. 70.83

526+48 ϕ NO PIER.

527+00 ϕ PIER.

↑

LEVEL

185' THRU. TRUSS.

↓ 528+94.0 ϕ PIER

80' APPROACH.

↓ 529+73.6 EAST BULK HD.

LEVEL

$$504 + 56^2 = B.C.$$

 $\frac{T}{2}$

$$506 + 06^2 = C.C.$$

$$506 + 16^2 = C.C.$$

$$f.T. = 416.26$$

$$6^2 20' L.T.$$

$$\Delta = 40^2 46'$$

$$510 + 99.5 = C.C.$$

$$511 + 09.5 = C.C.$$

 $\frac{T}{2}$

$$512 + 59^5 = E.C.$$

$$513 + 47^2 = B.C.$$

 $\frac{T}{2}$

$$514 + 07^2 = C.C.$$

$$t = 30.00$$

$$D = 3819.88$$

$$107139$$

$$343782$$

$$14594$$

$$11498$$

$$38186$$

$$26738$$

$$27269$$

$$30269$$

$$30269$$

$$1^2 30' E.T.$$

$$T.C. 8^2 10'$$

$$518 + 91^2 = C.C.$$

 $\frac{T}{2}$

$$519 + 51^2 = E.C.$$

$$f.T. = 302.69$$

$$529 + 07^2 = B.C.$$

 $\frac{T}{2}$

10

LEVER

534+03 $\frac{1}{2}$

BLK HD

168 $\frac{1}{2}$ open deck

535+71 $\frac{1}{4}$

BLK-HD-

529+07.2 B.C.

$T 2\frac{1}{2}$

530+27.2 CC

7^h30' LT.

536+93² CC

$T 2\frac{1}{2}$

538+13² CC (REVERSE)

T-2R

539+63.2

6^h BT

539+84⁶ CC

T_2

541+34⁶ E.C.

12

$$D \times \tan \frac{1}{2} \angle + C$$

$$\frac{336.81}{49.49}$$

$$\Delta = 40^{\circ} 46'$$

S.T. S.T.

$$\begin{aligned} \text{for } \Delta &= 40^{\circ} 46' \\ \Delta &= 956.40 \\ \Delta &= 74.99 \end{aligned}$$

$$\begin{aligned} \sin 40^{\circ} 46' &= .08947 \\ \cos &= .99599 \end{aligned}$$

$$\begin{array}{r} .08947 \\ \times 50.26 \\ \hline 53682 \\ 17804 \\ \hline 44735 \\ \times 449676 \\ \hline \end{array}$$

length

$$\frac{80}{20} = 4$$

$$20 \times 4 = 80$$

$$\text{length of } 160 \text{ ft.}$$

$$\Delta = 10' \times 380$$

$$\Delta = 38'$$

$$\Delta = 4' - 30'$$

$$\begin{array}{r} 90599 \\ \times 5026 \\ \hline 597594 \\ 99108 \\ \hline 104095 \\ \times 500584574 \\ \hline \end{array}$$

$$\begin{array}{r} 1809.57 \\ 904.78 \end{array}$$

$$L = \frac{100 \Delta}{D}$$

$$\Delta = \frac{L \times D}{100}$$

$$10 \times 6.3$$

$$63$$

$$\frac{60}{360} = \frac{1}{6}$$

$$\begin{aligned} F.E &= 955.04 \text{ rad. } 6^{\circ} \\ &= 904.78 \text{ rad. } 6^{\circ} 20' \\ &= 50.26 \end{aligned}$$

Unit

$$\begin{array}{r} 34157 \\ \times 90636 \\ \hline 148628 \\ 11471 \\ \hline 11471 \\ \times 942 \\ \hline 11471 \\ \times 18 \\ \hline 206868 \end{array}$$

$$\begin{aligned} F.G &= \cos 50^{\circ} 08' \times 50.26 \\ G.H &= \cos 50^{\circ} 08' \times 50.26 \end{aligned}$$

$$\begin{aligned} L &= 74.99 \\ &= 4.50 \\ &= 79.49 \end{aligned}$$

$$\begin{array}{r} 956.40 \\ \times 50.06 \\ \hline 906.36 \end{array}$$

$\frac{3}{4}$ per- $\frac{3}{8}$ $\frac{1}{8}$ $\frac{1}{8}$ $\frac{1}{8}$ - 66²

0+60

0+46²

0+304 per ft.

0+26⁸0² 39'0² 23³/₄✓0² 24'✓0² 13¹/₂'

0' 12'

BL.

0+06²0² 03'

BL.

DEFH.

14

$$\begin{array}{r}
 .01222 \\
 \underline{16.7} \\
 8554 \\
 7332 \\
 \underline{1222} \\
 204074 \\
 \hline
 d = .204074
 \end{array}
 \qquad
 \begin{array}{r}
 .90993 \\
 \underline{16.7} \\
 699951 \\
 590058 \\
 \underline{90093} \\
 16698831 = L \\
 \underline{30} \\
 46.69883 \\
 \hline
 30.204074
 \end{array}
 \qquad
 \begin{array}{r}
 16.76 \\
 \underline{16.54}
 \end{array}$$

$$\begin{array}{r}
 .12 \\
 \underline{120.4074} \\
 1324074 \\
 \hline
 143.759
 \end{array}
 \qquad
 \begin{array}{r}
 46.58883.0000 \\
 \underline{324074} \\
 1418143 \\
 \underline{1296286} \\
 1218470 \\
 \underline{972222} \\
 2462480 \\
 \underline{226851} \\
 1939620 \\
 \underline{1620370} \\
 3192500
 \end{array}$$

$$\begin{array}{r} 60 \\ 46.31 \\ \hline 13.3 \end{array}$$

$$\begin{array}{r} 1^{\circ} 30' \\ .45 \\ 6.7 \\ \hline 315 \\ 270 \\ \hline 3.015 \end{array}$$

$$\begin{array}{r} .45 \\ 30 \\ \hline 13.50 \end{array}$$

$$\begin{array}{r} 0+268 \\ .45 \\ \hline 1340 \\ 1072 \\ \hline 12.060 \end{array}$$

10

$$\begin{array}{r} 13.5 \\ 27 \\ \hline 142 \end{array}$$

$$Z = 30$$

$$y = 0.12$$

$$\begin{array}{r} 16.7 \\ .9 \\ \hline 15.836 \end{array}$$

angle in 16.7 of 34 = 30 min

" Q.B.C. = 0° 27 min

KVC = 0° 42'

15

$$\sin 0^{\circ} 42' = \frac{d}{16.7} = .01222$$

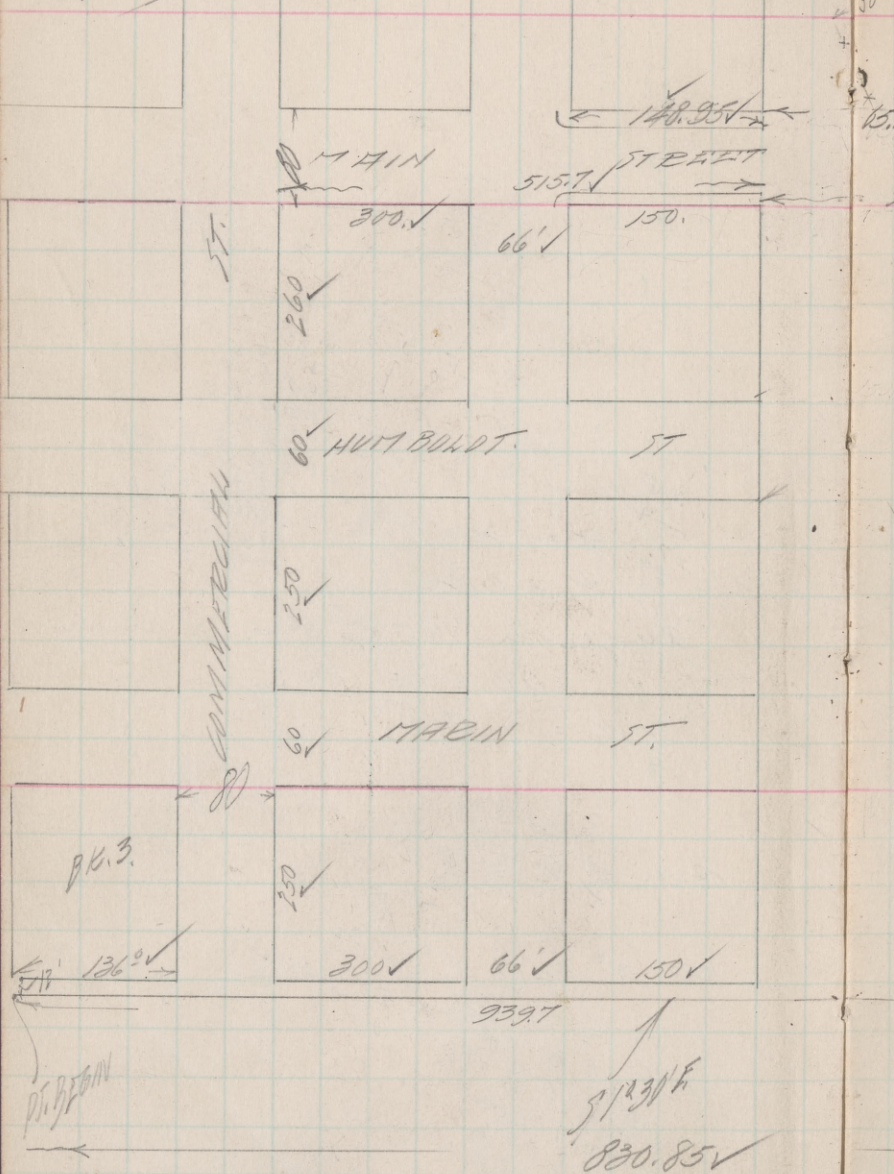
$$\text{or } 0^{\circ} 42' = \frac{h}{16.7} = .99993$$

16

60.20

WILLIAMS

Spencer

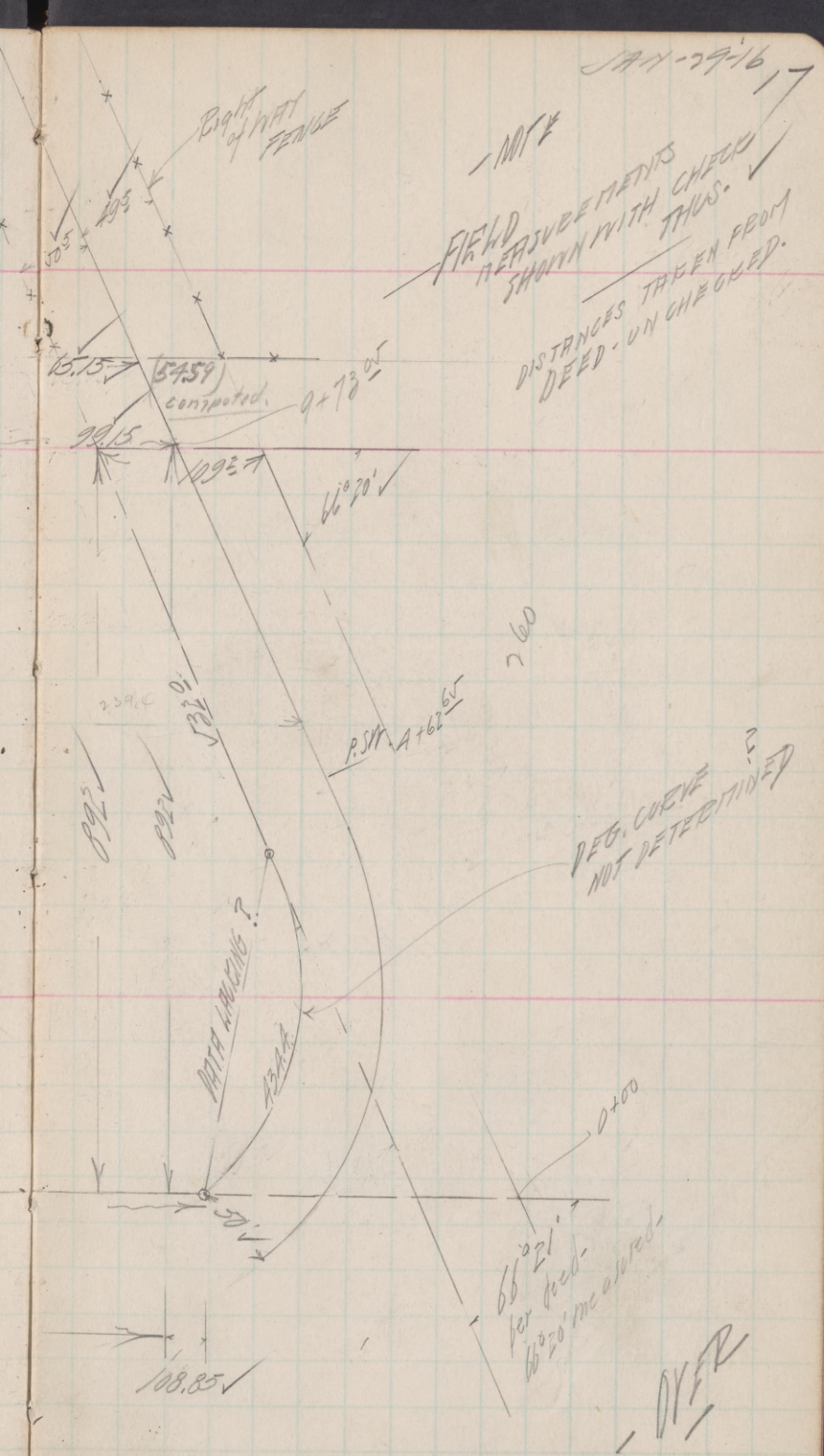


JAN-29-16

- NOTE

FIELD MEASUREMENTS
SHOWN WITH CHECK
THUS. ✓

DISTANCES TAKEN FROM
DEED - UNCHECKED.



REG. CURVE ?
NOT DETERMINED

66° 21'
for deed -
66° 20' measured

- OVER

18

ST.

MAIN STREET

300

60

150

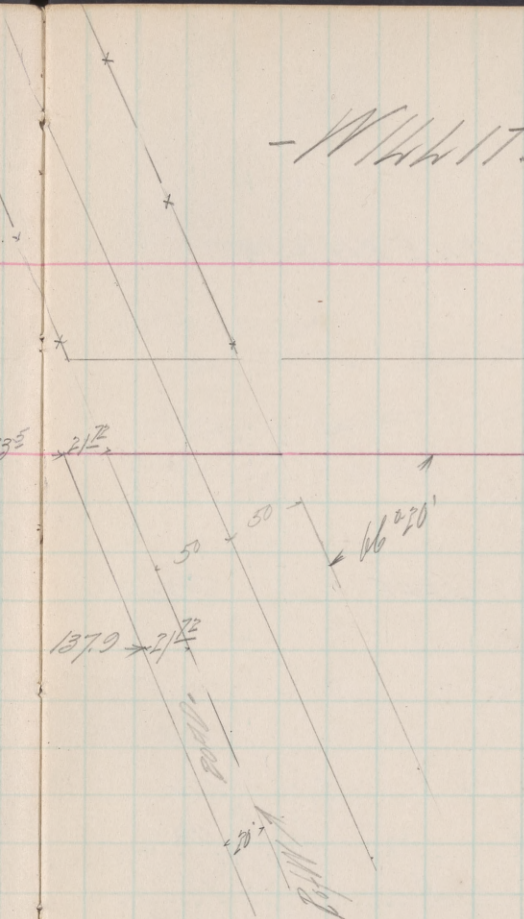
← 73°

COMMERCIAL

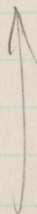
HUMBOLDT ST

MARIN STREET.

- WHHITS -



- DATA
SHOWN TAKEN
FROM CITY
MAP,



20

GUERNEVILLE

DISTANCE OUT TO

STATION-	LEFT	RIGHT-
55+00		10.5
56		11.8
57		11.2
58		11.0
59		11
60		10.4
61		11.0
62		11.0
63		10.0
64		10.6
65		9.0
66	21.0	11.0
67	17.0	13.0
68	20	14.5
67+30	17.0	
69+00	29.0	28.5
70	24	28.0
71	29	29.0

WEST

RAISING
FENCE BOTH SIDES
RIGHT OF WAY -
from & TRAIL

22

STH.	LEFT	RIGHT
72	29	29
73	29	29
74	29	29
75	29	29
76	29	29
77	29	29
78	29	29
79	29	29
78	29	29
79	29	29
80	29	29
81	29	29
82	29	29
83	29	29
84	29	29
85	28.5	29
86	29	29
86+24	8	
86+40		8
86+58		29

LEFT

RIGHT

87+00

0

0

8 ft. both sides to EAST BLK.

LONG TRESTLE N.E.T.O.F. GLENVIEWVILLE

24

— HOPLAND —

TRESTLE LENGTHENED.
AT WEST END. 2-BENTS.

TRESTLE 99D - HOPLAND -

tie $5\frac{3}{4}$ " ✓

STATIONED
ASSUMED

trim. $16\frac{1}{2}$ " ✓

cap 12" ✓

tie $4\frac{1}{2}$ " plate ✓

NDWH 5" ✓

$39\frac{1}{2}$ "

1400

$3\frac{1}{2}$ "

1415

1430

3.29 cut off below top rail -

1445

1460

0.58

1475

3.29

3.87

New Bk HD.
275 west

M.H.W.
N.O.P.
25

D. T.C. Top
cob.

0.59

TRETTLE

99D.

DEC-13-1915-

0.59 2.87

2.88

2.87

0.58 2.86

0.58 2.88

0.57 2.86

26

PETELUM

STA	+	T	-	2nd	Elev.
B.M.	+ 4.49	15.01			- B.M. - 10.52
T.P.			- 4.39		10.62
	+ 3.58	14.20			
T.P.			- 3.72		10.48
	+ 3.00	13.40 ^{15.5}			
NEPT. PT. opposite WT. MAINLINE				- 1.7	11.78
T.P. 1966 + 38.2					
T.E.L.M.L. 66+61 ⁶				1.66	11.82
386					
T.E.M.LITE 69+90 ⁸				1.69	11.79
T.E. SPAIN 71+86.1				1.62	11.86
20' west of 38D.					
long. connection -					
GD 103+70				2.7	10.81
103				3.0	10.5
102				5.0	8.5
1080 Road -				6.8	6.7
101+40 in ditch.				7.7	5.8
101+20				5.7	7.8
101+00				6.1	7.4

OVERLAP
ON 102B
TRACK.

DEC-15-1915

M.H.W.

M.D.P.

27

PROPOSED
BELT TRACK

PROFILE NEW INDUSTRY

TRACK THROUGH TOWN

STATION	+	π 13.5	-	20.0	Elev.
100+00		13.48		6.6	6.9
99+00				6.7	6.8
98+40				6.5	7.0
98+00				7.5	6.0
97+00		13.48		7.7	5.8
96+64 T.R.	P. & S. D.	BT-	-3.87		ELEV-9.81
T.R. P. & S. D. C.Y.			-3.3		ELEV. 10.18
11. C.K. HO. TRESTLE					USE FOR B.M.

CONNECTION WITH
MINERY TRACK. 13.48

01+90				6.3	7.2
2+00				6.3	7.2
3+00				7.0	6.5
4+00		102.96		7.4	6.1
4+70 T.R.	MINERY TRACKS-		-5.25		8.33

DITCH 30' on left P. & S. D. C.Y.

will require 3x3' box.

	+2.37	12.55 H.I.			10.18
96+64					
96+44				7.3	5.2
96+34 Bot. ditch				10.5	2.0
96+00				7.0	5.6

Sta.	+	-	Doc	Elev.
95+70		12.55	5.2	7.3
95+00			4.7	7.8
94+00			4.6	7.9
93+00			4.2	8.3
92+70 T.P.		4.6	4.6	7.95
	+6.6	14.55		
92+55			11.8	2.7
92+45 WATER			14.8	0.2
- PUT IN TERZILET -				
91+80			10.6	3.95
91+80 H ₂ O.			14.6	0.1
91+30-			10.1	4.4
91+25 top present wharf.			5.5	9.05 ✓
91+25 GO			8.4	6.15
91+00			9.3	5.25
90+00			10.7	✓ 3.85
90+00 top wharf.			5.5	9.0
89+35			10.3	4.2
89+25			14.0	0.55
88+50 top plat.			5.4	9.15 ✓
88+50 GO.			16.4	-0.8

STA.	+	-	- Rod	Alt.
Shot on plat with	14.55	5.1.		9.45v
Sta. 93+00	east corner.			
87+65 = ground.				
Just north of				
prop. line - under			70.0	4.55v
neath Bldg.				
Shot on BENCH ONELECT.	-2.7			→ B.M. - 11.85v
88+25		✓ 11.5		3.0
88+28		13.6		0.9
88+25 under road Bldg.		16.6	H ₂ O.	-2.1
B.M. -	top base ELECTROLYER. SOUTH EAST END BRIDGE	+ 4.47	16.3v	B.M. - 11.85
87		5.31		11.0v
86		7.6		8.7v
85+50		4.8		11.5v
85		8.3		8.0v
84		10.7		5.6v
83		9.3		7.0v
82		8.2		8.1v
81		8.7		7.6v
B.M. IN	HALL TOP POST			
LOW POST				
IN ground +	5.77			
SEE PAGE NO. 3				
	H.L.	13.76v		B.M. - 7.99v

STFT.	+	T	-	Pod	Elev.
80+00		13.76		6.0	7.76✓
79+80				7.5	6.96✓
79+60				18.5 H ₂ O	-4.7

PUT DRAIN BRIDGE

78+60 top DE.				9.2	4.56
78+65			✓	17.2 H ₂ O	-3.4
78+25				9.2	4.56✓
76+76° top corb.				10.65	3.11✓
Int. 1st. + C C ft.			✓	9.1	4.66✓
76+10° top corb.				10.0	3.76✓
73+10- top corb.				10.0	3.76✓
Int. 1st. & D.				8.1	5.66✓
72+44 - top corb.				9.3	4.46✓
T.P. ^{11.00} corb. 2°				-9.34	4.42
^{11.00} 72+44 +4.86		4.1		9.28	
top 1 pipe R. LINE D ST.				5.0	4.28

Shot. in gutter W. LINE C				6.6	2.68
" " " E, " "				6.5	2.78
2nd det. D & C 11+60				5.0	4.28
1st E LINE D ST			✓	4.7	4.58
" " W. "			✓	3.8	5.48

DIVIN FIRST

EAST LINE C STREET

76+76°

WEST LINE 76+10°

"D" STREET.

EAST LINE 73+10

WEST " 72+44

"E" ST.

EAST LINE 69+44

WEST " 68+78

"F" ST. EAST LINE 65+48

WEST LINE 64+98

"G" ST. EAST LINE 60+98

"H" ST

WEST LINE 55+95°

32

$$\begin{array}{r} 69 + 44 \\ 70 \end{array}$$

PETALUMA

70+00

Sta.	+/-	π	-	Bad Elev.
1/4 mi bet. D & E St. ^{4.1} 71.20			3.9	5.38 ✓
69+44 top curb.			6.1	3.18 ✓
1st. E & 1st.			4.4	4.88 ✓
68+78			6.1	3.18 ✓
At F St top bridge	✓	5.38	3.9	5.38 ✓
1/4 mi bet. E & F ^{6.1} 71.13			4.8	4.48 ✓
Sta. 62+00 1st. St.			4.3	4.98 ✓
60+98			4.0	5.28 ✓
top main hole + P.		3.84		5.44
1st. G. & 1st. St.				
+6.06 ^{4.1} 11.50				
top curb. E line G	✓		6.8	4.7
1/4 G. St. across	✓		6.03	5.47 ✓
top curb. W line G	✓		6.75	4.75 ✓
prop. line G. St. ⁶⁰⁺²⁰ 59+00	✓		6.7	4.8 ✓
59+00.	✓		6.8	4.7 ✓
57+30 prop. line	✓		6.5	5.0
yes. curb. ⁵⁷⁺⁸⁰ pot. curb.			6.5	5.0
1st. E line H 55+55			6.1	5.4
" " W. " 55+95			6.3	5.2 ✓
inter. H. & E. 2nd 56+25			6.0	5.5 ✓
55+85			7.3	4.2 ✓

M.H.W.
M.D.P.

DEC-1915.

33

RAN PROFILE PROPOSED BEST TK. THRU TOWN-

SEE FILE - DISTANCES. PAGED OFF

STA.	+	+	-	Red	Elev.
5A		11.50		73	4.2
53+25 T.P.			-6.79		4.71
	+7.76	12.47			
50+08 more old Bdg. ✓				6.3	6.17
47+75			↓	6.2	6.27
43+50			↓	4.3	8.17
40+25 Fence. T.P.			-5.2		7.27
	+7.08	11.25			
35+00				12.0	3.25
32+40 1/2 bank hole ^{5 ft hole} under				12.0	3.25
31+00				11.2	3.85
25+00				9.0	6.25
20				12.0	3.25
T.B. McNEAR'S				10.2	5.05
100 post end - McNEAR'S SPUR.					
PUT IN 20' pipe -					

34

X-SECTIONS-

- FAIR FAX -

LEFT.

				11+75	T.TIE
-2.5	2.8	-2.6	-1.7	-1.0	11.
road.	27 fence	11.	8.0	60	
				11+05	
same.		-2.6	-2.4	-0.8	-0.6
road. 2.5		FINE 32	14	9.0	8.0

				11+50	
	-1.2	-1.3	+0.4	-0.6	
kerl. Road.	36 F.		10.	8.0	

				11+00	
+22. Rd.	+22	+12	0.2	-0.6	
	34 F.	32.0	15	8.	

				9+50	
Road	+8.5	+8.3	0.0	+0.9	-0.6
kerl.	36 fence	34	21.100	13	8.0

+9.9	+9.8	+9.5	0.0	+1.2	9+00.
Road 1/4.	38 Fence	35	22.100	14	-0.6
					8.0

X-SECTIONS-

35

Rt

20 -3. -2. -0.5 +3.0 krel.
9.0 12 17 29 Fence. 34 edge road. 30'

-0.8 -1.8 -0.8 +2.8 +5.2 top road.
7.0 12 22 28 F. 36.5

-0.6 -0.6 -0.8 +0.2 -0.8 3.2 +5.5 200' krel.
8.0 9.0 10. 15. 21. toe. 28 F. 34 edge.

-0.6 -1.5 small. 0.0 +0.3 +3.2 +6.2 edge.
8.0 10. ditch 14. 20 toe 26. 26 FENCE 32 Rod.

-0.7 -1.6. +1.3. +8.2. +8.2. +8.3.
9. 10 ditch 20. toe. 25 fence Road. 28 edge
15 ditch Road.

-1.1 -1.4. +4.0 +8.7 +8.9
8. 2 ditch 18 19 22' fence. 27 edge.
to F. 27.5

36

UNPLED
TOP TIE
DO-

+9.5 LT- 8+50
Road +9.5 +9.3 0.0 +1.8 -0.6 -0.8 -0.8
level. Fence 35 21 loc. 14 11. 60 8.1

608+10
Road +7.0 +6.8 +1.0 -0.2 0.0
level. 40⁵ fence 37 33 loc. 15⁵ 8.0
SPUE

7+50
+5.0 +3.2 +2.0 +0.3 0.0 0.0
44 fence 41. 36 19 16.6 10
SPUE
+1.5
35.

7+00.
65⁵ +3.0 +1.4 +0.4 +0.3 0.0 0.0
fence 50 27 22 16.2 8.0
SPUE

old fence 7+28
on left

6+50
level. +0.5 +0.7 +0.2 0.0
50 32 19³ center

WOTH RD- ON RT 20'
 " " Lt.
 "

Rt.

-0.8 -1.4 +3.5 +7.0 +7.2 +7.2
 8.0 10.5 ditch toe. 15. 15 19 Fence 22 edge Rd.
 1.5

-1.6 -0.9 -1.8 +5.6 +5.5
 6.0 8.0 11.0 toe of ditch 14.0 17 fence. 15

-1.0 -1.5 +2.5 +3.2
 10 11.0 11.0 15 fence 19' edge Road.

-0.6 -1.4 +1.0 +1.7 +1.2
 8.0 10 toe. 11.0 14. 20 edge Rd.

-0.9 -0.9 -1.8 +0.2 +1.0 -1.8
 6.0 8.0 11 toe. 12 15 edge road.
 15 ditch 22

38

FAIR FAX.

Top rail.

5TH.

+

π

-

5+50.

6+10

6+50

7+00

T.R. W. LINE.

18D.

LEV. 100.00.

7+50

8+00

8+50

9+00

9+50

10+00

10+50

11+00

11+50

12+00

11+75

W. LINE C&D

4 ED. KING.

4 ST.

4 ST.

LUMBER BLDGS
EAST LINE

WEST. "

TOP RAIL

LEVELS.

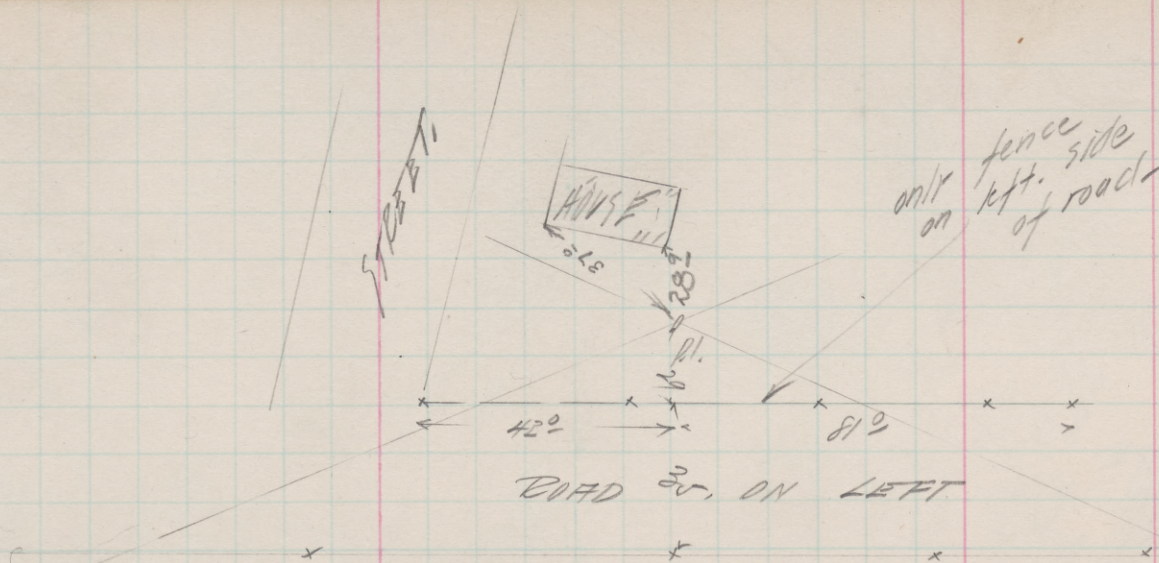
H.I. 108.63

M.H.

Loc	ELEV.	T.R.	PAIR.
	T.R.	TOP TIE	
1103	97.60	97.20	
10.42	98.21	97.81	9.95
9.81	98.52	98.42	9.13
9.08	99.55	99.15	
8.63	100.00	99.60	
8.25	100.38	99.98	8.17
7.36	101.27	100.87	Top rail. 7.21
6.36	102.27	101.87	
5.23	103.40	103.0	
4.36	104.27	103.87	
3.50	105.13	104.73	
2.60	106.03	105.63	
1.84	106.79	106.39	
0.95	107.68	107.28	
0.45	108.18	107.78	
0.05	108.58		

LUMBER BLOCKS

2.94	top curb.	EAST LINE	3.10
3.80	"	"	4.32



FOR PT. WHERE BEGINS SEC. 4 - SEC. NOTES.

- FAIRFAX -

ALIGN. ON-SPUR

18 = 3.2 West of east st. 7-over.

B.C. opposite M.L. Sta.

17th centers to M.L. =

clearance to FET. HOUSE.

100 ft. from B.C. 18th centers -

EAST.

clearance to sig. on st. 8th

{ def. for 50' 6° 02' 30"

{ centers to M.L. 19th

11th distance from & spur to E. END. FET. HO.

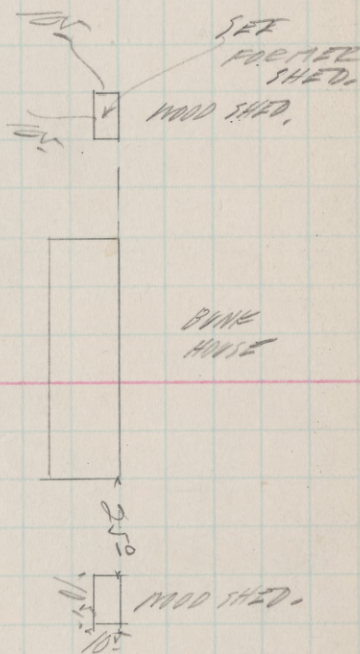
7th " " to "W. END. " "

B.C. is 2' east of W. END FET. PLANT.

Flotted Fee 12/24/12.)

RIDGEWOOD

LOCATION WOOD SHEDS.



- Whit 15 -

10
DUND HILL

NEW
SPR
FRONT
SHOWN ON
BLUE PRINT HANDED IN

7230'
34' LONG.
68' Ch.
1+122
654' Ch.

#9 FROG
HEAD. 793
654 SWITCH.

9700'

150.3

to SHERWOOD

46

NEAR- CAPE HORN

EXTENDED. TRESTLE
135K WEST.

PRESENT LENGTH.

76 FEET.

~~150~~

$$\begin{array}{r} 2.875 \\ .34 \\ \hline 3.215 \text{ cut} \\ 2.80 \\ \hline 6.01 \text{ cut } 77 \\ .5 \\ \hline 5.51 \end{array}$$

48

FAIRFAX - MAJOR

SEC 'S'.

BET. CGDS 18 E and 18 F. There is
under Rd crossing on BT. 10'
from ϕ a 2' x 1' BMT LENGTH 50'

ϕ Rd ring bet. 18 E & F.

-3.5	-3.0	-0.4	+0.7	+0.7
curb line 48	31	10	0	

13+00
good to west CGO 18 F.

-2.0	+0.4	-1.4
fence 36	10	6.0

13+20
same as 14+00
14+00

-2.5	0	0	-0.8
fence 36	17	10	8.

13+00

-3.0	-1.0	-1.0
26/4/94	15	8.0

- Dec. 29 1915 -

B

+0.3 +3.0 level. road.
17 35 edge rd.

-1.5 -0.7 +5.0 +4.0 +4.0
8. 10 17 toe 22 fence. 28 rd.

-0.6 -1.2 +7.0 +8.0
6. 8.0 toe. 16 top. 19 fence

0.0
1.7

-0.4 -1.0 +2.5 +3.3 +7.0
7.0 11.0 toe 15 19 fence. 25 edge rd.

JD

— FAIR FAIR —

Lt.

15+75

Ed. level.	-4.0	-0.4	-0.8
26 ft. on	11	8.0	

correct. 186.

Under +K.

16+51.5 M.H. CGD.

16+50

level.	-2.0	-1.5	-0.8
24 ft. on	10	6.	
ring.			

Ed. level.

16+85 M.H.

17+00

	-0.4	+1.0	-1.0
26 ft. on	12	7	

18+00

+6.0	+6.0	+2.0	-0.8
25 ft. on	17	12.	7.0 ft. on

J/

MANOR

Rt.

-0.8	-0.8	+2.8
7.0	19 fence	29

18 H.

-1.0	-1.0	+0.7	0.0
8.0	9.0	13	19 fence.

COO. 182

-0.4	-1.5	+1.0	-0.6	kerl.
6.	9.0	13.	21 fence	

-1.2	0.0	+0.0	+8.0	+3.0	kerl.
8.0	13.0	25 fence	30	32	

52

19+00.

+15.5	+15.0	+3.0	-1.0
level. 26.0	22	12	7.0 to
	41 ft.		

20+00.

level. +13.	+11.0	+5.0	+1.3	0	-1.5
33 fence. 31	22	17	12	9.0	

21+00

+8.0	+8.0	0.0	-2.0	-0.2	-2.0	-0.5
37	35	28	17	13	10	6.0

+6.0 then
40 fence. fence

21+849

CGD. 185

FENCE

45.0	+4.0	-1.5	+1.0	0.0	-2.0	22+00
47	40	31	24	15.0	10.	10
						5.0

23+00

-2.5	-2.0	-3.0	+0.4
46 fence. 35	38	30	

18K

M. 2ND, 23+350

2+

-1.0 -0.3 +11.8 +6.8
 8.8 14 toe. 27 fence 47

-1.0 -1.5 0.0+0.5 +11.0 +7.0
 5.0 6.0 12 Ntoe 27 fence 32 level.

-1.0 +9.0 +9-
 8.0 toe. 14 Sep 16 fence

12°

-1.0 -1.0 +3.0 level.
 5.0 8.0 11.0

-2.0 - 0.0
 17 12.

54

FAIRFAX

TOP RAILS

H.I.
108.18
11.29
H.I. = 119.47

11+75

13+00

14+00

15+00

16+00

17+00

T.P.

H.I.

+ 9.79

128.48

18+00

19+00

20+00

21+00

22+00

23+00

55

MANDE-

DEC-28-1915

17.11.11

6.5.

17.0.12

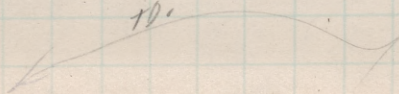
LEVELS STATIONS

AS SHOWN-

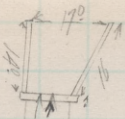
Bo. Cl.	H.I. 119.47	ELEV.
11.29		108.18
8.56		110.91
6.61		112.86
4.66		114.81
2.72		116.75
-0.78		118.69
	H.I. 128.48	
7.73		120.75
5.68		122.80
4.16		124.82
3.22		125.26
2.52		125.96
1.96		126.52

- WEST EDGEWOOD -

CONC. 130A BUILT DEC. 1915 -
 ARCH.

TD.  channel.
 cross
 changed

for male
see the first



Ship.

1917.

OLD
TRESTLED
FILLED
IN.

TO SAN FRAN-

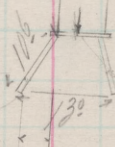
1960.

1907.

TUGBOAT

98.

1300.



Ship
at Portal.

200

20

6' RECH STANDARD.

STEPS

BUILT TO
S.P. STANDARD
SPECIFICATIONS.
C5-68.

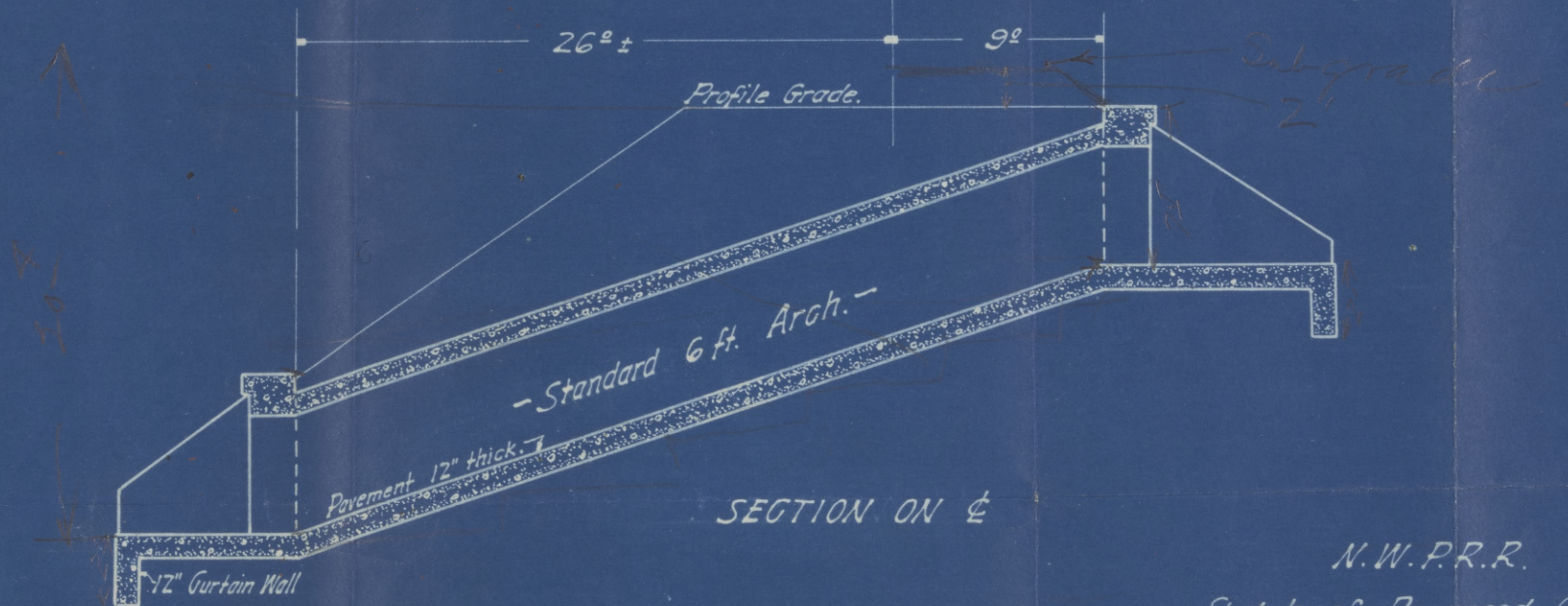
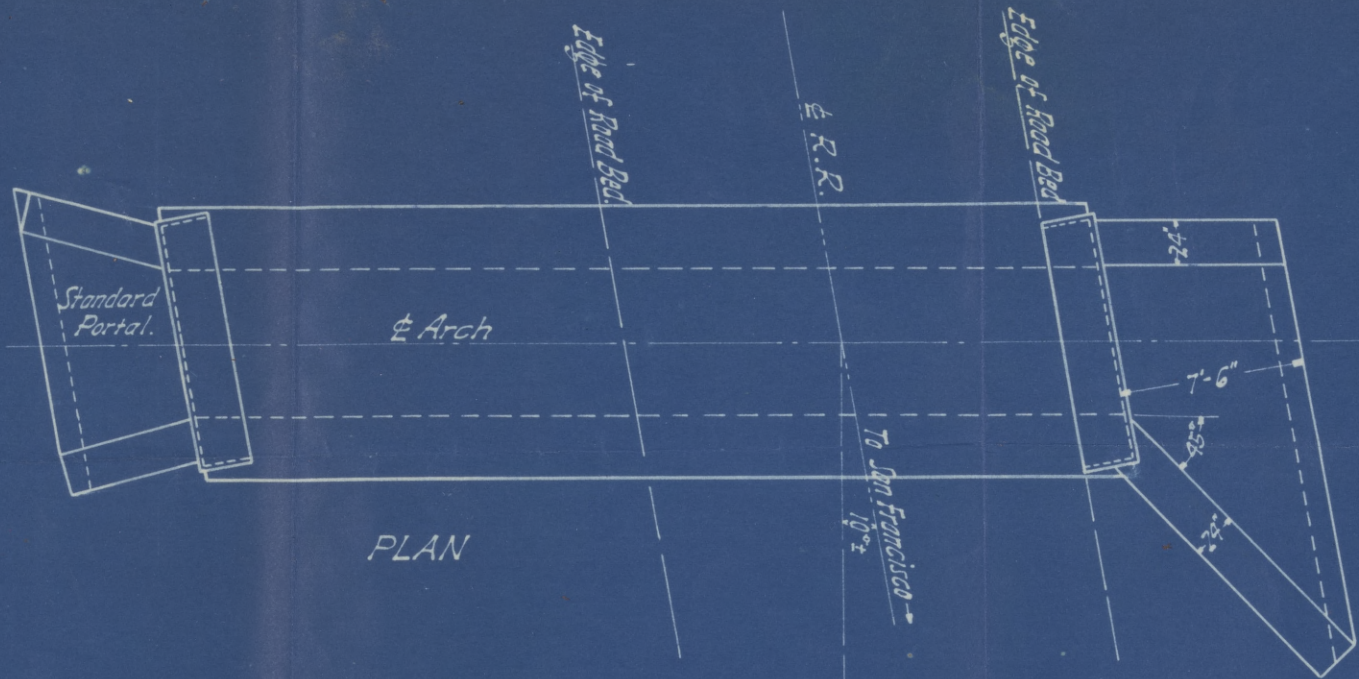
58

$$\begin{array}{r}
 1.0 \\
 12.9 \\
 6.45 \\
 \hline
 19.35 \\
 9 \\
 \hline
 28.35
 \end{array}$$

$$\begin{array}{r}
 6.75 \\
 13.65 \\
 1.5 \\
 \hline
 6.825 \\
 13.65 \\
 \hline
 20.475 \\
 9 \\
 \hline
 29.5
 \end{array}$$

59

58



N.W.P.R.R.
 Sketch of Proposed Gulvert
 to Replace Trestle 130 A.
 Scale - 1/8" = 1'.
 October 1915.

5865.

59

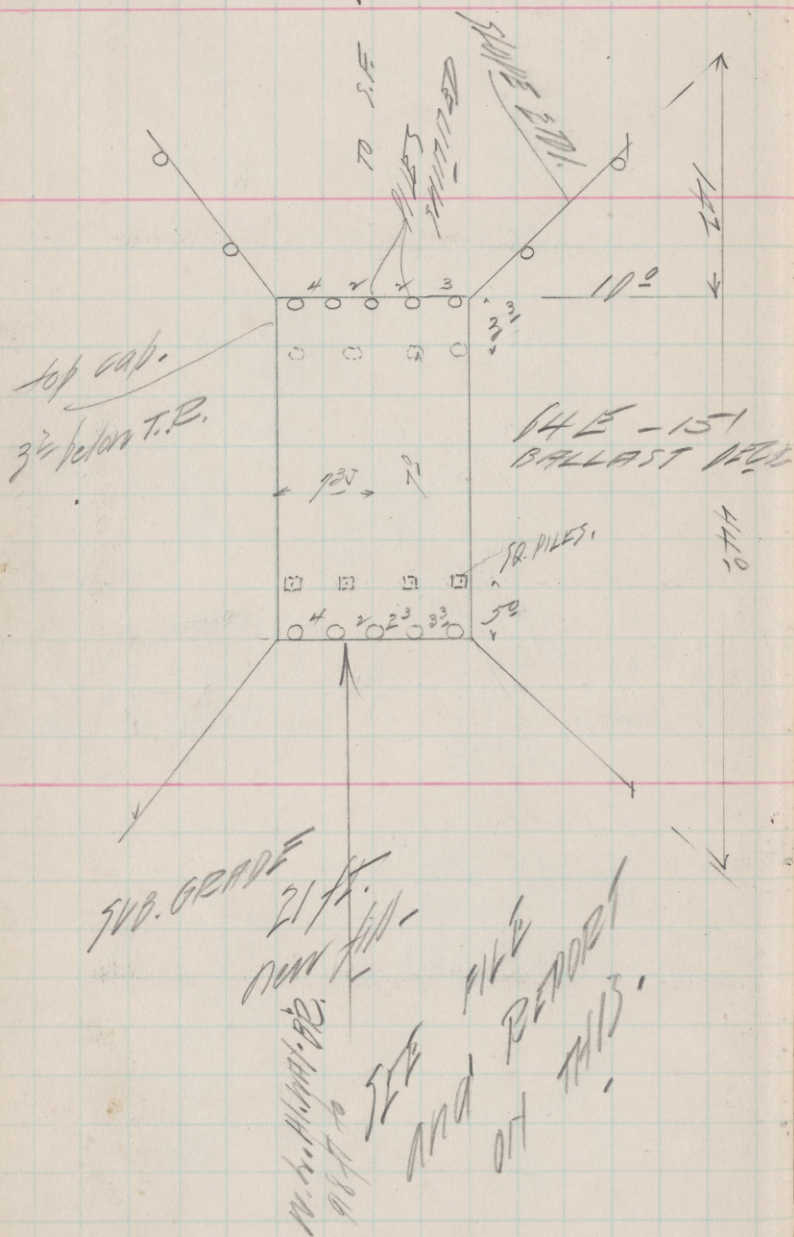
$$\begin{array}{r}
 1.4 \\
 12.9 \\
 6.45 \\
 \hline
 19.35 \\
 9 \\
 \hline
 28.35
 \end{array}$$

$$\begin{array}{r}
 6.75 \\
 13.65 \\
 1.5 \\
 \hline
 6.825 \\
 13.65 \\
 \hline
 20.475 \\
 9 \\
 \hline
 29.5
 \end{array}$$

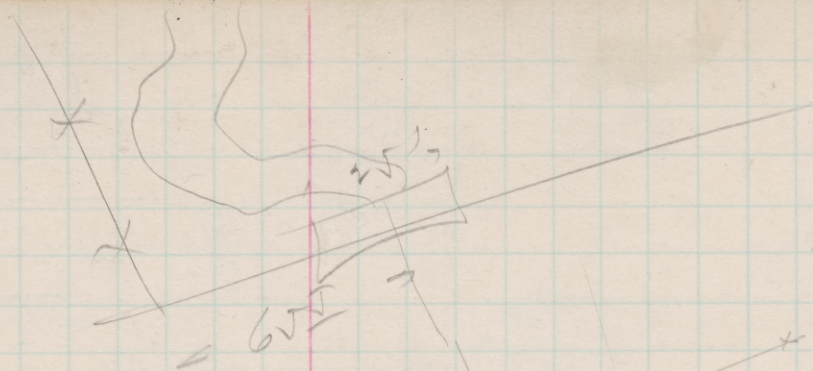
59

60

GRANT HIGHWAY XING-



67



6+85 -20

7+00

6+00

5+00

10²/₂ -99

10²/₂ -2

90

85

71

62/10

5+00

4+00

3+00

8 1/2

7 1/2

6 1/2
6 3/4

8

Rot 7 1/2

8 1/2

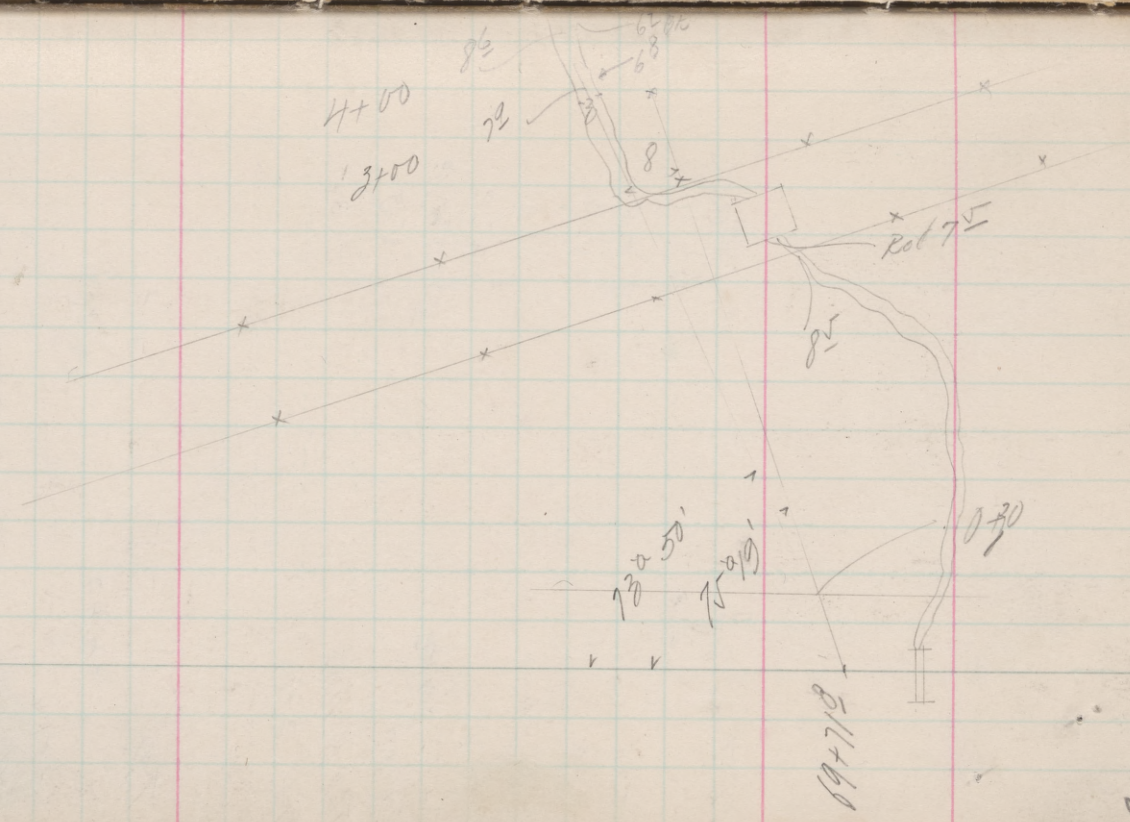
130 50'

75 0/19'

0 30

69+71.8

M.S.F.



64

STA + T - Rod

2.35

0+30

4.6

1+00

5.4

1+88 fence

5.2

2+25

5.0

2+52 fence

DITCH 78

2+00

5.8

TOP BRIDGE

4.35

STA. 3+00

T.P.

-8.8

+4.40

8+00

4.0

9+00

6.9

6.7

35 34
5.0

10+00

7.4

11+00

7.8

65

$$\begin{array}{r} 30.78 \\ 2.5 \\ \hline 23.3 \\ 30.8 \end{array}$$

7-500- ~~24.~~ ~~4~~ ~~ht~~ ~~24~~

level.	5.1	6.2	6.6	6.9	6.	5.3	5.0
	8.0	2.0	1.5	6.7	1.5	3.0	9
							12

11+00 ~~ht~~ ~~24~~

level	5.1	6.5	7.8	2	7.8	24
pr	4.0	7.0	7.5		5.1	
					10.	

66

7 bot
cuck
tot. R.

2nd

8.1. Frank.

8.4

8.7

7- dec 14

h/	8.8	£	£
5.3	2.		5.3
14			18

15

9.0

15+44 fence

£ tulle } under 9.6

15+84 } T.P. 3.0-
+ 2.9

16

9.0 Ed

17

10.1

angle. 5th from

Knee Sta 17+66

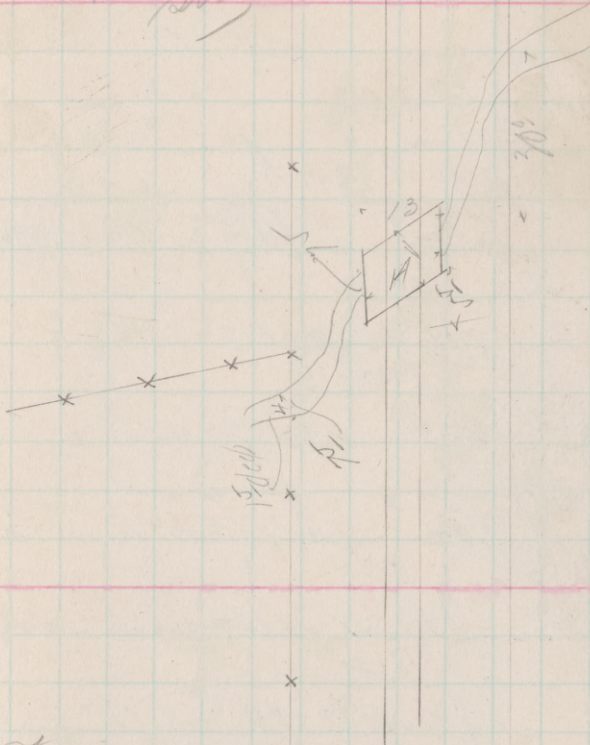
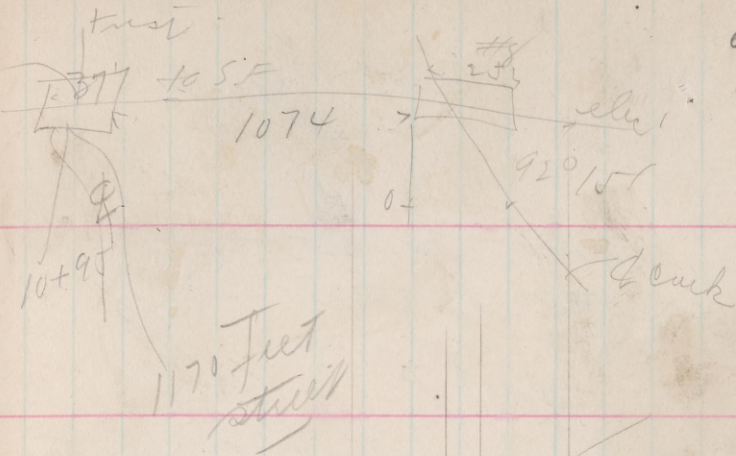
18

10.8

19

11.0

h		£	
5.3	8.5	5.8	5.8
15	4.	5	15
20		11.1	



Sta 21

22

23

23+50

117

115

118

12.5

φ soil
trans face

creek 35-4' wide

68

CUT OFFS ON TRESTLE EAST OF ROSS —

ROSS' S.

TRESTLE
NO. 1

STA.

T. R.

0+00

3.06

0+40.5

new blk. HD. ✓

0+45.5

= old blk.

0+50

2.91

W

2.950 + 4.166 =

7.116

.033

.033

0+65

2.91

W

2.917 + 4.166 =

7.083

.033

.033

0+80

2.91

W

2.884 + 4.166 =

7.050

.033

.033

0+95

2.84

W

2.851 + 4.166 =

7.017

.033

.033

1+10

2.85

W

2.818 + 4.166 =

6.984

.0297

.020

.020

1+23.5

2.83

W

2.789 + 4.166 =

6.955

1+24.9

new. ✓

.058

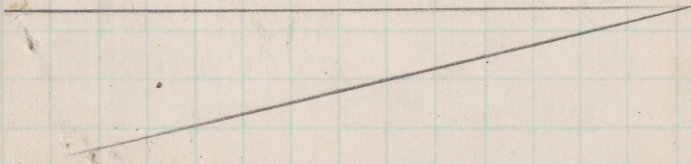
1+25.0

old blk.

1+50

2.72

2.739



Rail. $4\frac{1}{2}$ " $\frac{2}{4}$

tie. 6"

grad. 8"

deck. 3"

16 Stringer $16\frac{3}{4}$ " $1\frac{1}{2}$

caps. $11\frac{3}{4}$

16/50"

4' 2 inches. = A. 166 cutoff
before L.P.

70

.1 for 50'
.2 for 100'

rod-
GRADE

5.7

GRADE
LINE
ON RIV.

2 1/2"

0.5'

5.7

5.6

12'
PLATFORM

5.5

ROAD

5.4

5.3

5.2

5.1

KENT FIELD
DEC. 1915
STAKES SET FOR
NEW STA. PLATFORM

5.0

4.9

4.8

4.7

ROD - TOP COUNTY BRIDGE

OPPOSITE 14F = 52 = 10

ROD - TOP COUNTY BRIDGE

OPPOSITE 14G = 6.1

71

- KENT FIELD -

PROP. PLATFORM OVER CONCRETE CULVERT.

	TOP BALL.	TOP CURB.	TOP EDGE PLAT.	CUT.
415+25	5.98	5.48	99.62	5.69 0.
415+50	5.90	5.40	99.70	5.6 1.09
416+00	5.66	5.16	99.04	5.37 1.33
416+50	5.45	4.95	100.15	5.16 1.34
416+63 } HALL	5.38	4.88		
416+87 } NAT	5.31	4.81		
	FLY. 100.			
417+00	5.23	4.73	100.31	4.94 0.46
417+50	5.04	4.54	100.56	4.75 0.55
418+00	4.84	4.34	100.76	4.55 0.65
418+50 } HALL	4.61	4.11	101.00	4.37 0.78
418+70 } NAT.	4.52	4.02	101.09	4.28
419+00	4.40	3.90	101.21	4.11 0.89
419+50	4.20	3.70	101.41	3.91 0.99
420+00	3.91	3.40	101.71	3.61 1.19
420+50				
420+75 END	3.70	3.20	101.9	3.41 1.39

78

73

1000-2

7A

KENT FIELD
X-SEC. FOR NEW PLATFORM.
DEC. 1915.

5+25- 0 :2 :2 :2
0 0 12 18

415+50 0. -1.0 -12 -1.0
0 00. 12 18

416+00 0 -1.0 :8. 1.5
0 0 12 18

416+50 0 -1.0 1.8 -0.8 -1.2
0 0 12 16 18.

417+00 0 0 -1.3 -1.5 -1.5
0 6.0 8. 12 18

417+50 0 0 -1.6 -1.6
0 6 12 18

418+00 0 0 -1.5 -1.5
0 6 12 18

418+50 0 0 :0.9 -1.0
0 8 8-12 18

419+00 0 0 -1.8 -2.2 -1.8
0 6 7 12 18

419+50 0 -0.5 -0.8 -2.2 -2.2 -1.8
0 0 6 8 12 18

420+00 0 -1.0 -1.6
0 0 12

75

$$\begin{array}{r}
 + 2.95 \\
 4.87 \\
 \hline
 7.82 \\
 \text{W. } 1.71 \\
 \hline
 6.11
 \end{array}$$

$$\begin{array}{r}
 \text{B.T. } 4.87 \\
 \text{T.R. } 6.02 \\
 \hline
 7.82 \\
 1.71 \\
 \hline
 6.11
 \end{array}$$

CUT OFFS. 37B.

$$\begin{array}{r}
 2.08 \\
 1.71 \\
 \hline
 .37
 \end{array}$$

tie $5\frac{3}{4}$ "

cap. 12"

trim. $16\frac{1}{2}$ "

$\frac{1}{4}$ "

$34\frac{1}{2}$ "

tail. $4\frac{1}{2}$ "

2'87

= .35

$3'.22$

$$\begin{array}{r}
 3.22 \\
 1.71 \\
 \hline
 4.93
 \end{array}$$

target
rod -

~~PETALUMA~~

~~CUT OFFS ON
TREESTLE - 37B.~~

~~15' OPEN DECK
TREESTLE~~

~~020-1115~~

tie $5\frac{3}{4}$ "16 $\frac{1}{2}$ stringer11 $\frac{1}{2}$ caps.

stringer

16 $\frac{1}{2}$ 5+mm. v11 $\frac{1}{2}$ cap v5 $\frac{3}{4}$ " tie v $\frac{6}{8}$ $\frac{3}{8}$ " tie plate v

 $34\frac{1}{8}$ " = 2.84
rail - $4\frac{1}{4}$ " - .36

3.20

cut off. 3.20 below top rail.

78

- CUT OFFS -

EAST APPROACH. RET. ELEV. 71

- DRAIN BRIDGE

BEGIN - 77+23⁰ / in connection

80+00

3.83

RET. 100.00

81+00

4.14

DIST. BET
BENTS.#1 81+76⁵

4.34

14⁵

#2 81+91

4.39

82

4.44

15⁰

#3 82+06

4.46

14⁵#4 82+20⁵

4.52

15⁰#5 82+35⁵

4.52

15⁰#6 82+50⁵

4.52

15⁰#7 82+65⁵

4.61

14⁵

#8 82+80

4.64

15⁰

#9 82+95

4.68

83

4.7

15⁰

#10 83+10

4.73

15⁰

#11 83+25

4.77

13⁰

GRADE 0.30

GRADE ROD
TOP RAIL.
3.83.

4.13

4.35

.044

4 1/6

7.37

0.00 1.18

4 1/7

7.37

-1.19 + 3.2 = 4.39

4.394

.045

7.44 ✓

.045

7.44

0.05 ✓

4.434

.045

4.439

.044

7.450 ✓

.046

7.450 ✓

✓ 4.479

.046

4.483

.045

7.503 ✓ 1.36

.045

7.503

.045

✓ 4.523

.045

4.528

.045

7.548 ✓

.045

7.548

✓ 4.568

.045

4.573

.045

7.593 ✓

.045

✓ 4.613

.045

4.618

.044

7.638 ✓

.044

✓ 4.658

.044

4.662

.045

7.682 ✓ 1.23

.045

✓ 4.702

.045

4.707

.045

7.727 ✓

.045

4.747

.045

4.752

.045

7.772 ✓ 1.55

.045

4.792

.045

4.797

.039

7.817 ✓

.039

4.837

.039

4.836

7.856

4.876

80

-115.025
-0.015-

13°

#14	83+38	4.81	15°
#13	83+53.5	4.87	14.5°
#14	83+68	4.93	15°
#15	83+83	4.97	15°
#16	83+98	5.04	14.5°
#17	84+125	5.10	15.5°
#18	84+275	5.19	15.5°
#19	84+425	5.24	15°
#20	84+57	5.27	14.5°
#21	84+715	5.29	15.5°
#22	84+87	5.39	14.5°

GRAPES-0.3%

DETALUUA

4.927
4.35
577 ✓

81
DEC-1916
M.H.V.
M.D.P.
7.64
7.37
577

200-

4.836

7.856 ✓

4.876

4.883

7.003

4.923

4.927

✓ 7.007 ✓

4.967

4.972

5.012

5.017

✓ 8.037

5.057

5.061

5.101

5.108

5.148

5.154

5.194

5.199

5.239

5.243

5.283

5.290

5.268

5.315

5.334

5.359

DIST. BET
CENTS.

14.5

#23 85+015 5.39

15.5

#24 85+17 5.49

14.0

#25 85+31 5.52

15.0

#26 85+46 5.55

15.0

#27 85+61 5.57

14.0

#28 85+75 5.65

85+75⁸new. EAST
BLK HD.85+76⁵ - old
BLK HD. 5.67

86+00 5.67

CUT OFF'S ON - EAST 83
 APPROACH TO DEAN BRIDGE
 PETALUMA -

7400

5.334

046

5.380

042

5.422

040

5.467

045

5.512

044

5.554 ✓

5.359

046

5.405

042

5.447

045

5.492

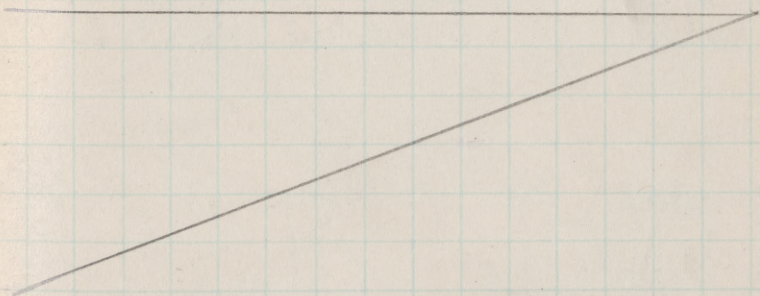
045

5.537

044

5.579

2.44



84

X-SEC. PROPOSED RUBBLE- LANDS DALE.

0+15

top plat.

-22.5	-18.5	-14.5	-7.5	0.0	0.0
45	42	35	23	11	10.5
			br.		

-7.0

0 + 33

-17.0	-9.0	-5.0	-5.0	-3.0	0.0	0.0
40	32	29	24	20	11	50
				br.		

-19.0
43

-22.0
45

0 + 50

0 + 69

-14.0					
25	-7.0	-3.0	-6.0	-3.0	0.0
	20	br	17 pipe	11 br	0

-22.0

35 loc.

1+00 = top earth platform.
DIST. OUT FROM TRACK -

85

86

BET. FULTON & METCHAM

—————

STA.	Pod. T.B	ELEV.
38+20	0.75	100.85
39+10	1.1	100.00
40+00	1.60	99.50
41+00	2.04	99.06
41+80	2.40	98.70
42+70	2.70	98.40
43+60	3.10	98.00
44+50	3.40	97.71
top rd + 10 g. line of ditch.		
45+40	3.90	97.20
46+30	4.4	96.70
47+20	4.80	96.30
48+10	5.20	95.90
49+00	5.7	95.40
49+90	6.2	94.90
50+80	6.6	94.50

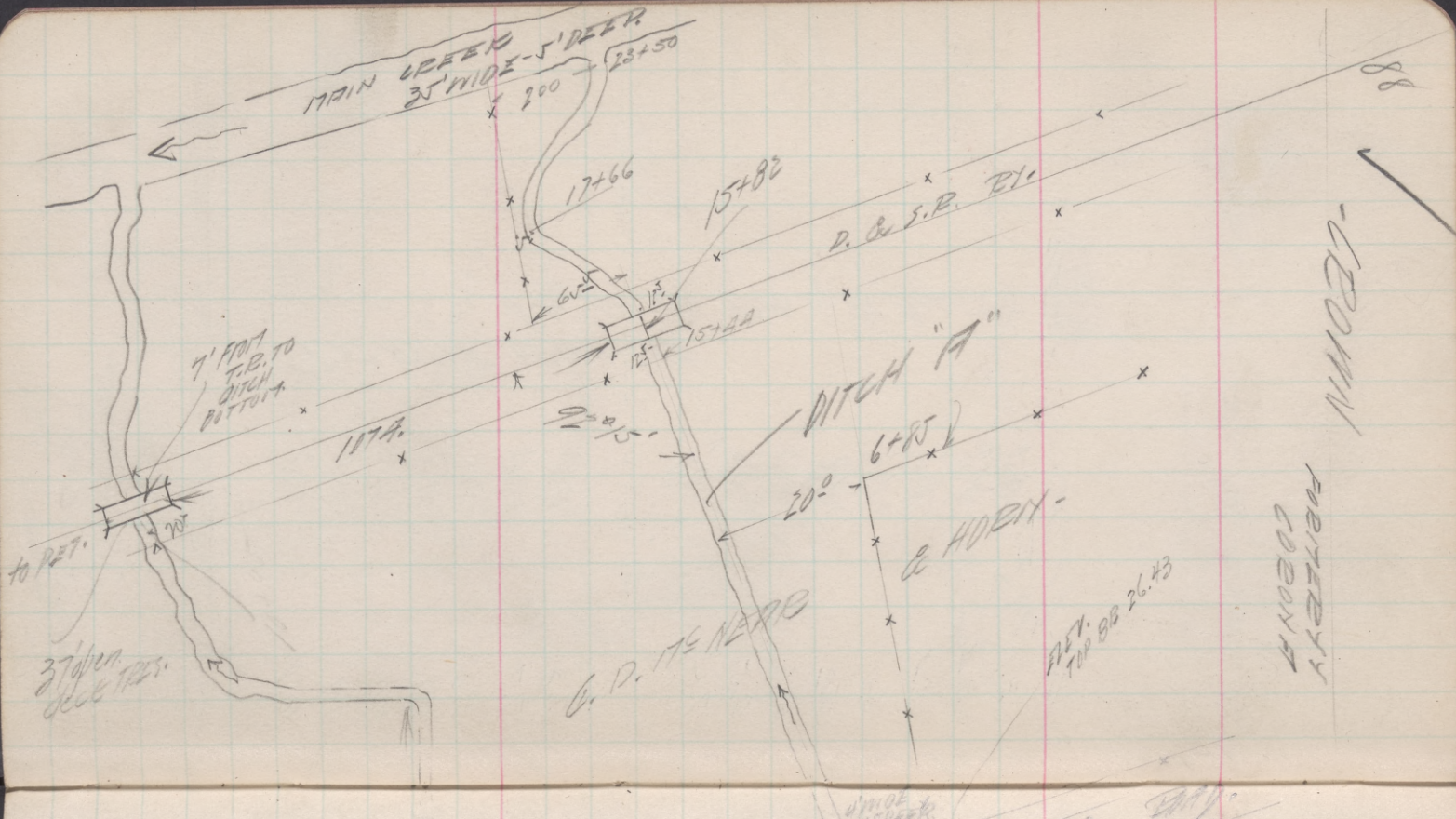
97.20
3-90
ST. NO. 74 & 75
97.70 97.60

— SEE FILE —

ON THIS.

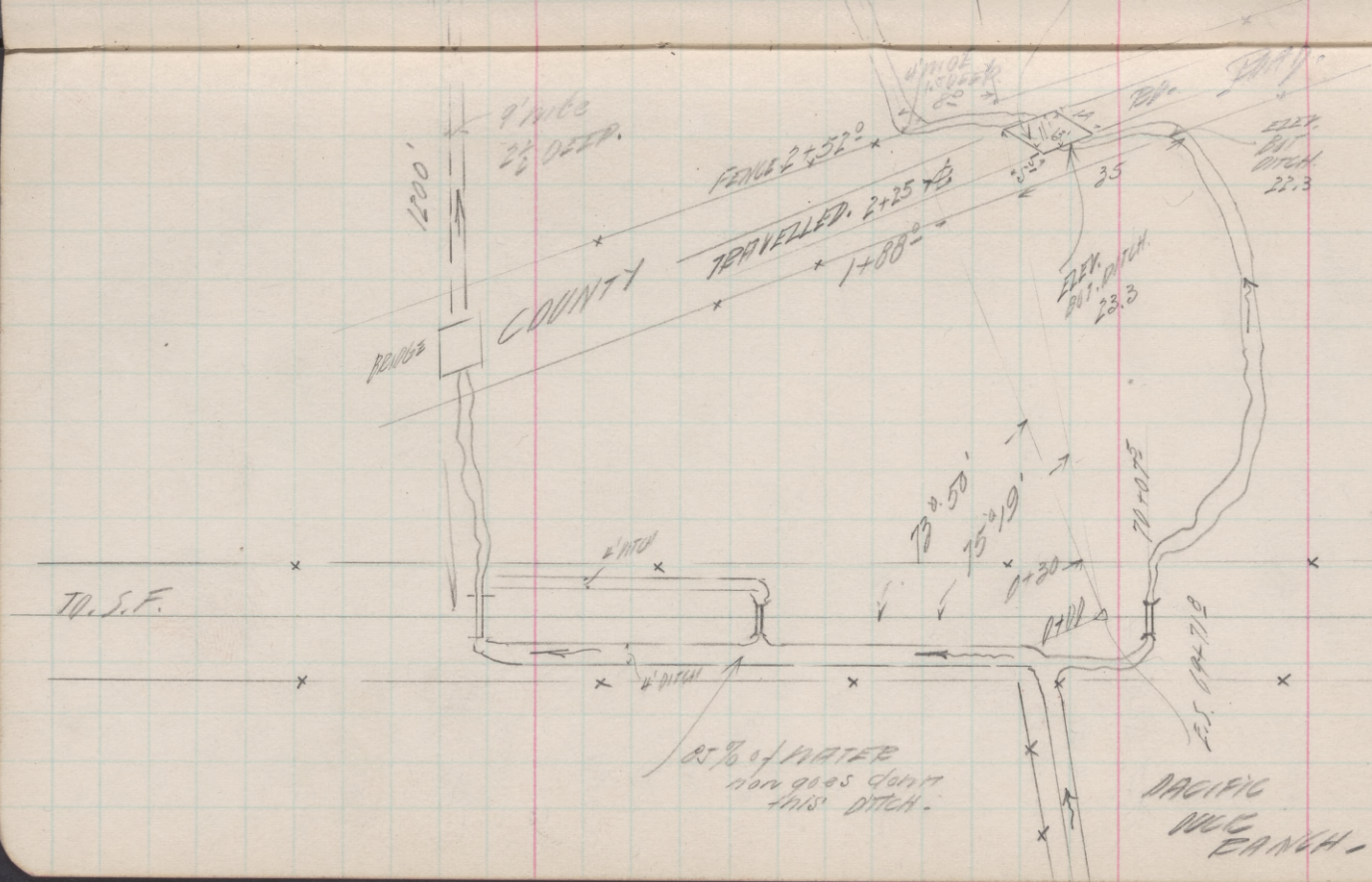
TRACING.

PROFILE
& SKETCH—



— DENYAGE WEY-

68



PACIFIC
N.W.
RANCH.

T. S. F.

25% of WATER
now goes down
this DITCH.

STA.	+	Δ	-	LEV.
B.M. T.R.				
70+07.5	+2.35	30.78		28.43
0+20 ^{60 ft} fence line.				
1+00 in field.				
1+88 fence line E.D.				
2+25- TOP ROAD.				
TOP WOOD BRIDGE.				
2+52 $\frac{1}{2}$ DITCH				
3+00				
4+00				
5+00				
6+00				
7+00				
T.P.			-8.3	22.40
	+4.40	^{11.1} 26.88		
8+00				
9+00				
10+00				
11+00				
12+00				
13+00				
14+00				

- 20117 -

91

LETTERS DOWN DITCH "A"

Pod. ELEV. Rod ELEV.

4.6	26.2
5.4	25.4
5.2	25.6
5.0	25.8
4.35	26.43
7.9	23.8
7.9	22.9 DITCH 15'
	3' WIDE DEEP.
8.6	22.2 3' WIDE - 2' DEEP.
9.9	21.8 4' WIDE - 2'.
10.4	20.4 3' 2"
10.2	20.6 2' 3"

6.9 20.0

6.7 20.2 LT. 4-SEC. RT
+1.7 -1.4 +0.7 -0.2 0.0 +0.5 +1.7 level.
12 9 3 1.5 1.5 2.5 8.0

7.4 19.5

7.8 19.0 LT. 4-SEC. RT
+2.7 +1.3 0.0 0.0 +2.7 level.
12 4.0 1.5 0.0 1.5 1.0

8.1 18.8

8.4 18.5

8.7 18.2 LT. 4-SEC. RT
+3.4 +0.7 0.0 0.0 +3.4 level.
14 2.0 0.0 1.5 1.0

97

STA.	+	π	-	ELEV
		26.88		

15+00

15+44 line fence

TRETTLE P. & S. R. Co.

15+82 ⁰	T.R	-3.0	23.88
--------------------	-----	------	-------

in DITCH.

+2.9

H.I.
26.78

16+00

17+00

18+00

19+00

20+00.

21+00

22+00

23+00

23+50 line of bk of creek, 35' wide

JAN-15-1916

17. H.V. }
O.L.B. }
M.J.F. }

93

Pod

ELEV.

Pod ELEV.

9.00

17.88

98

9.6

17.3

9.0

17.8

10.1

16.7

10.8

16.0

11.0

15.8

LT.

X-SEC.

RT.

+5.7 2.5 0.0 0.0 0.0 42.8 45.2 1 incl.
10 15 40 2.5 E. 2.5 5.0 15

11.1

15.7

11.5

15.3

11.7

15.1

11.8

15.0

12.5

14.3

94

TIBUEON

1+00 TOPTIE.

Pod-

0+07. " $\frac{1}{2}$ TRACKS

0+04

5.45

0+29.5 }
0+32.0 }

"

"

"

4.95

0+51

"

5.25

0+63

"

5.40

0+75

"

"

5.30

0+90

"

5.45

1+06

"

5.70

1+19

"

"

5.90

1+32.0

"

6.20

1+47.5

"

6.40

1+53.0

"

7.40

2+09 GROUND at STAKE

7.90

2+00

2+20 END - SHOT ON
HIGH TIDE

97

JAN-18-1916.
 HALL
 W.D.
 R.B.

SEE PRINT
 and file on this 95

LOCATION 6" TILE DEAN-

GEAR Rod-

CLT.

6.15

6.5

1.0

6.95

2.0

7.27

2.0

7.45

2.0

7.63

2.33

7.85

2.40

8.09

2.4

8.29

2.4

8.48

2.28

8.70

2.30

9.40

2.00

9.60

1.7

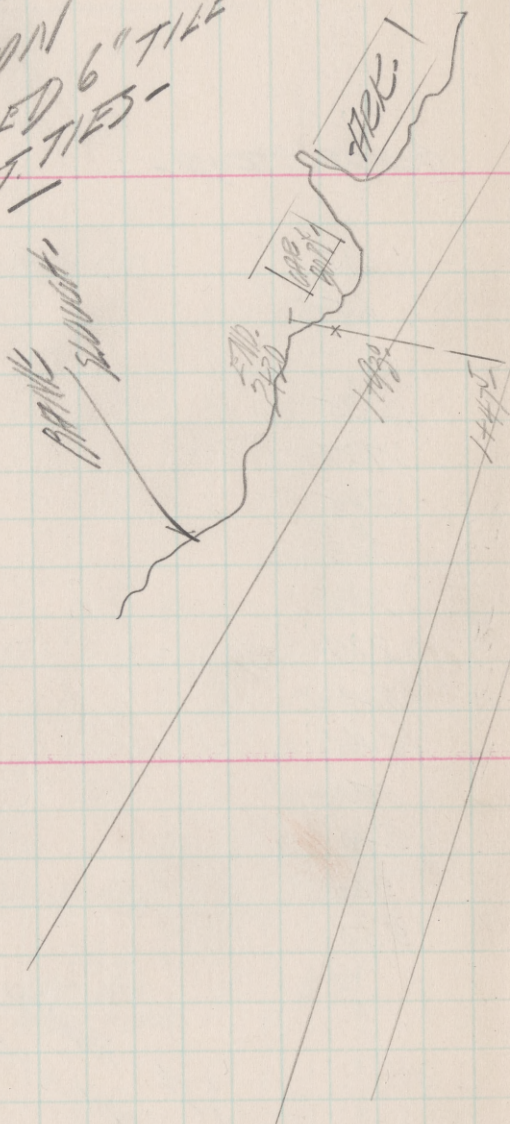
9.50

SEE SKETCH -
 NEXT PAGE

GEAR 15%

96

- SKETCH
SHOWING
LOCATION
PROPOSED 6" TILE
DRAIN BET. TIES -



97
TIBURON

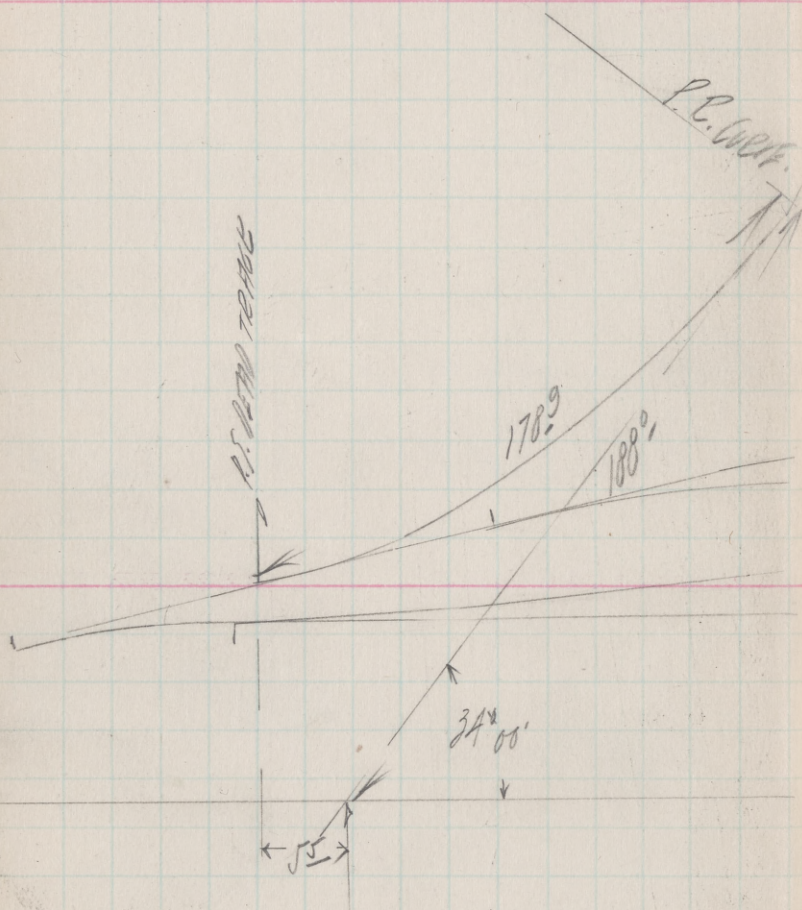
162-742

Quesadilla

444 E 2ND TRAP A

98

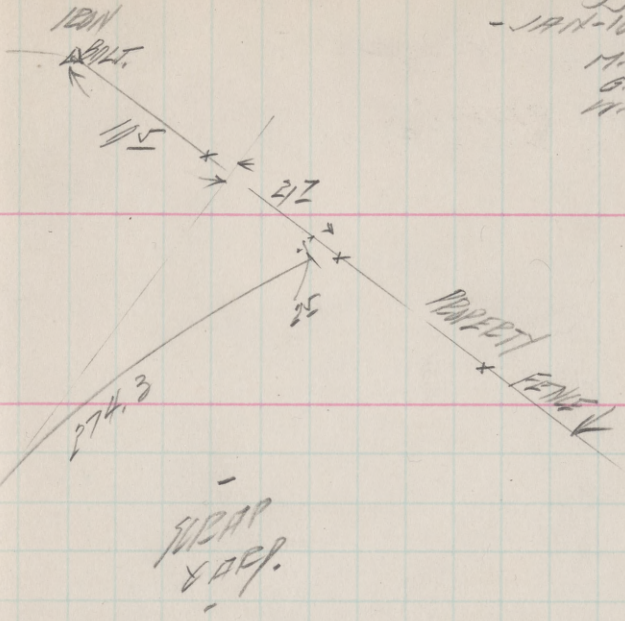
TIBURON.

LOCATION OF DEAD TRACK
IN SCAP YARD

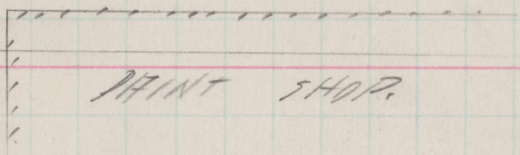
99

- JAN-18-1916 -

M.H. 1911
G.L.B.
W.H. 1911



no box has been
put in here to date

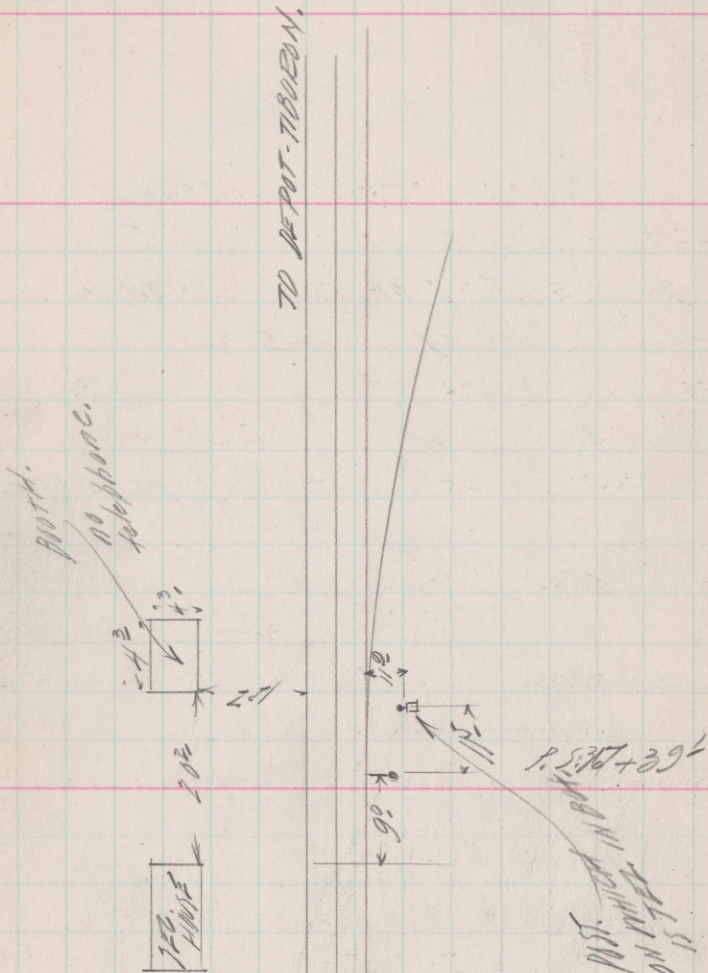


TO DEPOT
TIBURON.

100

TIBUBON

LOCATION TELEPHONE
BOT.



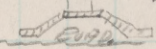
CHANGING OF DISTANCE BY ROAD
TIBURON DEPOT TO BELVEDERE 101
DEC. 4-1915
F. H. GILMAN
M. H. HILSON
M. D. PAYNE
& AGENT.

1+00 - MAIN DEPOT TIBURON

11+93 - DEPOT AT MARIN LANDING.

17+90 STAIRWAY UP TO CORINTHIAN ISLAND

26+25. macadamized road to " "

57+00 ON BELVEDERE ISLAND - PT. AT
DOUBLE STAIRWAY →  WHERE
BUS STOPS TO RECEIVE & DISCHARGE PASSENGERS.

67+75 about center of Population -

71+00 pt. at which we turn to go down
steps to BELVEDERE LANDING
from above -

72+70? TURN TO RIGHT.

83+35? PT. AT WHICH STR. MARIN
LANDS AT BELVEDERE.

112

74+

PE-TA-NV-MA-

FROM E.C.
DET. E.C.

74+12.8	89.3	0	BENT 1	WEST BAK. - 5' 21"
	15.3			
0+74.0 ✓			" 2	0° 15' 30"
	15.4			
0+58.6 ✓			" 3	0° 11'
	16.7			
0+41.9			" 4	0° 07'
	15.5			
0+26.4			" 5	0° 4' 00"
	15.7			
0+10.3			" 6	0° 1' 36"
	10.7			TO E.C.
	16.1		" 7	
	15.6			
			" 8	
	17.8			
			" 9	

77+23

75+39.1
184

2.22

103

17.8

15.6

16.1

15.7

15.5

16.7 ✓

15.4 ✓

15.3 ✓

128.1

75+02.1

74

106.1

74

72 +2.1

15.3

15.4

16.7

47.4

31.2

78.6

15.7

15.5

31.2

89.3

78.6

107

75+02.1

74+12.8

89.3

E.C.

89.3

78.6

10.7

1872+12.1 B.C

T.

1873+02.1 CC

24 BT.

1874+12.1 CC

T.

1875+02.1

West Blk. But 1

15.3

" 2

15.4

3

16.7

4

15.5

5

15.7

6

10.7 78.6

104

3.08
2.99
—
.09

2.875
1.37
—
3.24
2.22
—
5.06

29.4
30.2

.12

$1\frac{1}{2}$ "

100%
MGM
OUT

0+90.0	BENT. 1	0° 21'
0+75	" 2	0° 16'
0+60	" 3	0° 11' $\frac{1}{4}$
0+43.5	" 4	0° 07' 30"
0+30		0° 4' 30"
0+28	" 5	0° 4' 12"
0+12	" 6	0° 1' 48"

0+00 ASSUMED FC. = 129.4
rest of
center of
BENT. 7
BENT. 8

BENT 8

" 9

2.87
3.21

cap 12"

Frang. 16 1/2

tie 53 1/4

tie plate 1/4

$$34 \frac{1}{2} = 2 \text{ ft. } 10 \frac{1}{2} \text{''}$$

3.28
6.01
6.5

105

End T.P

2.87 2.32

5.39

T. B. 111

= 2.875 SUPER

HIGH.
2.83

2.90

2.80

2.80

2.68

.12 .175

2.77

2.88

2.80

2.70

.10 .145

2.79

2.89

2.80

2.72

.08 .12

2.79

2.87

2.80

2.74

.06 .09

2.77

2.85

2.80

2.76

.04 .06

2.75

2.84

2.80

2.78

.02 .03

2.

0

2.79

2.82

2.80

0

2.78

2.80

2.80

0

2.82

2.82

2.80

0

2.78

DATA ON TOTAL
 WORK DONE - BALTIMORE
 PARK UNDER IMPROVEMENT
 ACT. 1911.
 SEC. ART. 3-2-1
 SEC. 20.

Notes

6448.4676
 City exp. 146.0
 Pub. works 48.80
 Misc. 14250.
 Total. 15
 6792.36

TOTAL AREA
AND COST OF WORK
BALTIMORE
IMPROVEMENT

Grad. C - 356 @ 25
2048 feet @ 60¢ 89.00
mac. 1228.80

42867.7 sq. ft. at .063
= 2700.6651

Cutting, 1621.9 ft. at .30
= 486.57

GUTTER. 3250.2 ft. @ 12¢
= 390.024

Culv. 12" x 36" R.H. @ 65 = 20.8

Side walks

8994.4 ft. @ 11¢ = 890.34
8" diam pipe 26 ft @ 50
= 13.00

12" cor. diam pipe 179.85 @
1.45 = 260.782

4" x 12" cm. curb
1364.6 ft. @ 27. = 368.442

BALTIMORE COURT TO. MONTE VISTA AVENUE

From Balt. Court to
Monte Vista Ave. ✓

GR. C	131 fds.
" F.	30 "
mac. rdway.	10,000 A'
concrete curb.	500 lin. ft.
concrete gutter	1,000 A'
concrete walk	2500 A'
4"x14" conc. curb.	497.3 ft.

Monte Vista from

grad. EX.	55 yds
" FILL.	15 "
Mac. rdway.	3,747.8 A'
concrete curb.	65.5 ft.
" gutter	131 A'
" walk	283 A'

MONTE VISTA AVE. TO 109
MAGNOLIA AVE

JAN-J-1915

Monte Vista Ave. ✓
to Magnolia Ave.

Grass d. exch.	5440
" full.	1,932 "
mac. 1st row.	18,626 "
Concrete curb.	873.7 ft.
Concrete gutter	1,747.4 "
" walk	4,378.5 "
4" x 12 Conc.	867.3 ft.
curb.	
12 x 26 Rd. Box	32 ft.
Culv.	

Aug. 146.
Purchase 28 1/2 days
@ 5.00. 142.50.

110

18,626
10,000BALTIMORE

{	cut.	
	Grading-	.25
{	FILL-	.60

macadamizing.	.063 per sq
curbing.	.30 lin. foot.
gutters.	.12 sq
8 iron s	

TOTAL INCID-

COST TO
N.W.P.R.R. CO.

JAN-5-1916. III

COURT.

COST TO H.W.P.R.R

ASSESSMENT. FRONT
FOOT BASIS.

prop. 3.770 495
winers
H.W.P.R.R. 2.885

CROSSING RATE 0.3229

T.R. 2550 # 'macadam-✓
Grds Fill ✓

8" Iron Pipe. ✓ 14.0 @ 500 ft.
pipe ✓

12" Cor. Culvert 179.85 @ 1.45
inciden- 24.80.

170) 2550.0 (45
170
850
850

2550
063
2650
15300
0.6500 mac.
1637.20 grad
260.78 cor. iron.
267.00 pipe
24.80 inciden-
498.43

14
50
7.00
62.60
37.20

180'. 12" pipe cor.

E.

1739

SEC. A.
Grad. EXCAR. 34 yds.
macadam. 1133.5 Δ'
cut. 67.8 lin. ft.
gravel. 172.5 sq. ft.
walk. 357.2 sq. ft.

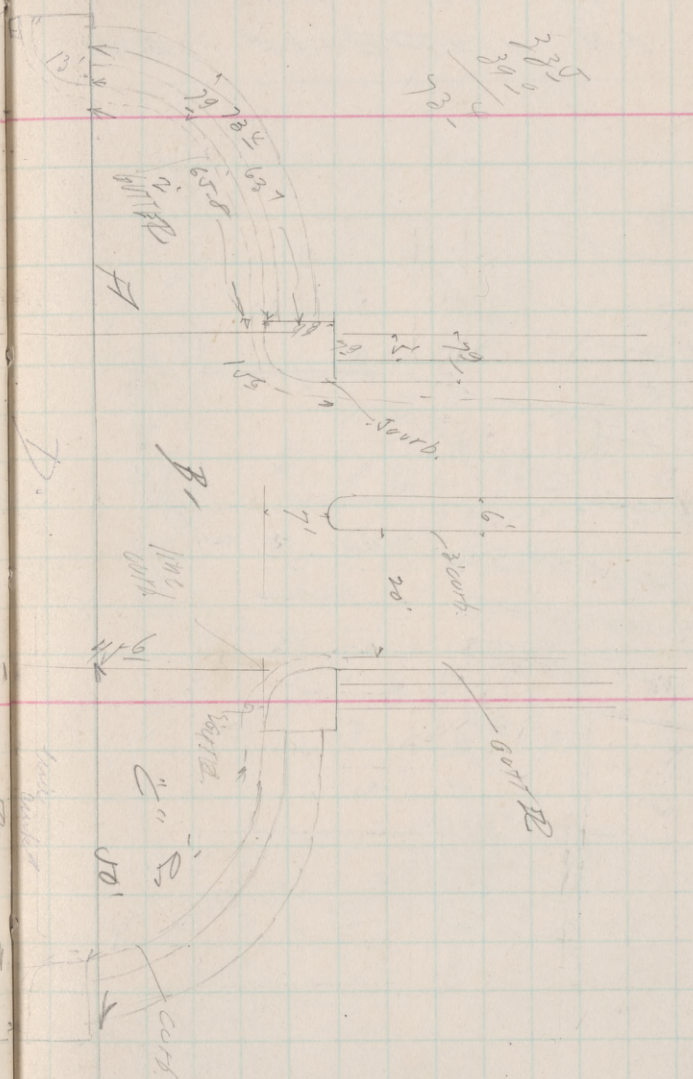
SEC. C.
grading. EXCAR. 33 yds.
other quantities
same as Sec. A.

SEC. B.
EXCAR. 57 yds.
3273.9 Δ'
31.4 lin. ft.
69.1 Δ'
141.7 Δ'
8" culv.

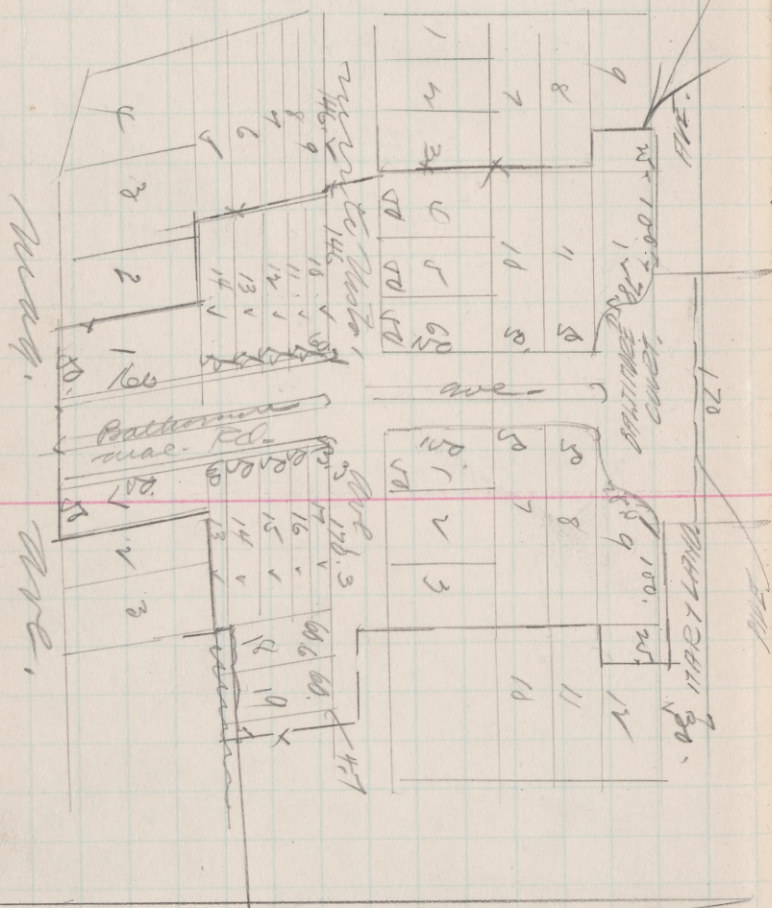
SEC. D. 170.
FILL. 9.
2403. Δ'
25.7 lin. ft.
57.7 Δ'
76.8 Δ'
12. lin. ft.

SEC. E.
grad. F = 62 x 15
man - 2550
8" culv. 14 lin. ft.
12" culvert. 179.85'

63.7-



ON IMPROVEMENTS



115

115

1/6

Mountain

JAN-1916.
DET ALVITA
PROPERTY.
OWNER SHIP.

400.
many s. Butner
and
F.B. Butner.

266
cut. m.
S.P. McGowan.

208.3
H. St. 3rd. St.

400.
3.50
H. St. 1st.

283
H. J. Pohlman.

East city
limits
near no.

390.
262.1
2.102

N 20° 45' E
281.6

N 88°

1/2 ac.

121.27

2.53 ch.

5
105

118

18
— PETALUMA —
PROPERTY
MANAGEMENT.

H. 57

6.

Handy

2/6

27. 2nd

John W. H. H.

176
E. S. Pa

202 ✓

1. 02. 1940
A. J. 1940
A. J. 1940

J. W. ¹⁰
GREGG.

Wm.
DITTEN, 121

200

G. P.
17.9/27.8 8

8 R.N.H.ATT

150. 7

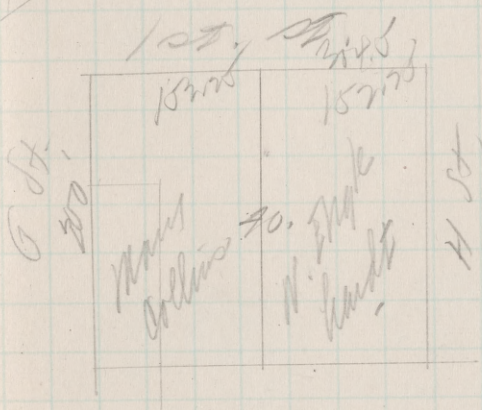
name: s Bittner
+ F.R. BITTNER

Marki

120
120
120
120
120
120

PETALUMITA

PROPERTY OWNERSHIP 19



SEE PLANS. REPORT
AND ESTIMATE - ON
REPORT OF
PROPOSED
BELT TRACK
TOWN OF
PETALUMITA

120



10
 11
 12
 13
 14
 15
 16
 17
 18
 19
 20
 21
 22
 23
 24
 25
 26
 27
 28
 29
 30
 31
 32
 33
 34
 35
 36
 37
 38
 39
 40
 41
 42
 43
 44
 45
 46
 47
 48
 49
 50
 51
 52
 53
 54
 55
 56
 57
 58
 59
 60
 61
 62
 63
 64
 65
 66
 67
 68
 69
 70
 71
 72
 73
 74
 75
 76
 77
 78
 79
 80
 81
 82
 83
 84
 85
 86
 87
 88
 89
 90
 91
 92
 93
 94
 95
 96
 97
 98
 99
 100

PETALUMA PROPERTY OWNERSHIP

LEVEL

PETALUMA CREEK

QUITCLOW TO PET. INC. CO.

PETALUMA INCUBATOR CO

GOLDEN EAGLE MILLING CO

45 POUND

(3)

GOLDEN EAGLE MIL CO

MILKMAN

STAL

Boylis St.

WASHINGTON ST

GO KALON

LONGER

MILK

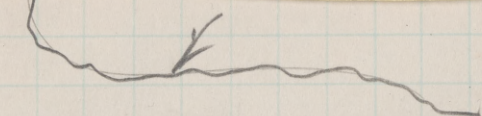
(2)

CLAW

ERIKSON

ER BROWN

45 POUND



PETALUMA CREEK.

no more

4 1/2 in

120

122

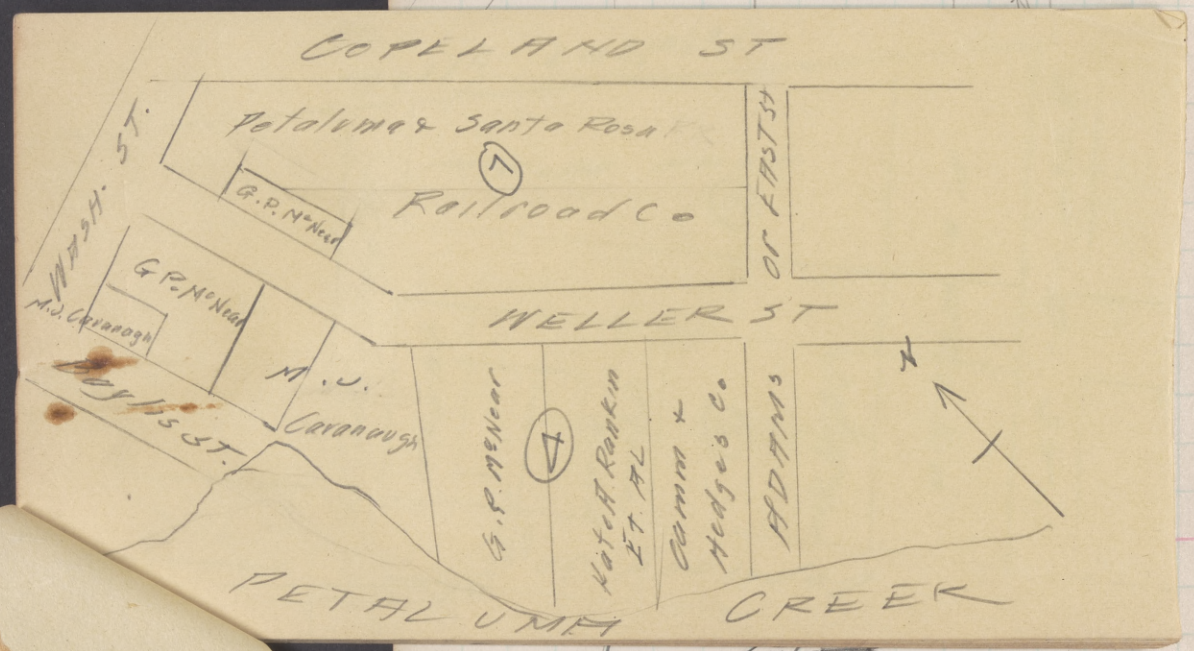
PETALUMA
PROPERTY
OWNER SAID -

S.M. GUTTER
NOTE.

50' 50' 325' 60' 200'

Washburn

July 24



PETALUMA CREEK.

138

S.M.
GUTTER
MUTE.

17' LEVER.
50'

Spring St.

Capeland St. CENTRAL

EAST - D - ST.

P. S. RR. CO

J. H. McNear

⑥

Street
WHARF

J. H. McNear

JEFFERSON ST.

⑥
JOHN McNear

Petaluma Creek

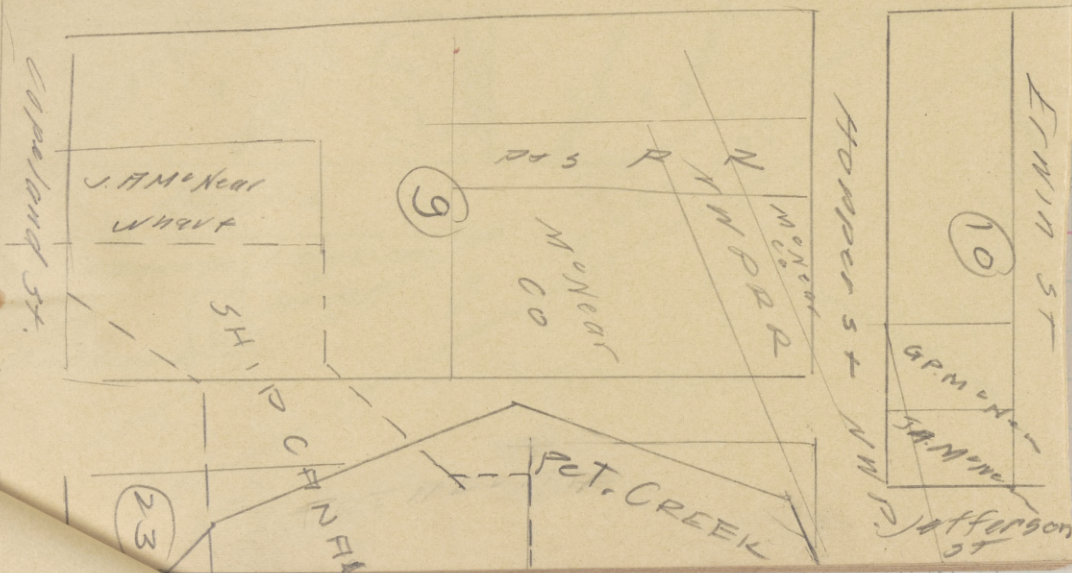
EE

CREEK.

120

S.M. GUTTER
MUTE

Adams St or East D St



Druck

Out Chain 2

Pete

LIFE

7 FALLING CREEK

138

132

ALVITA

ALVITA

S.M. GUTTER
NOTE.

50 + MILES

GREY ST.

WASH-87

Adams
x mm

(25)

RILEY

Adams
x mm

Baylis

John Coranough

cam m

E.M.

Fairbank

(25)

Hedge

LS

Copeland

LIVER

ALVITA CREEK.

128

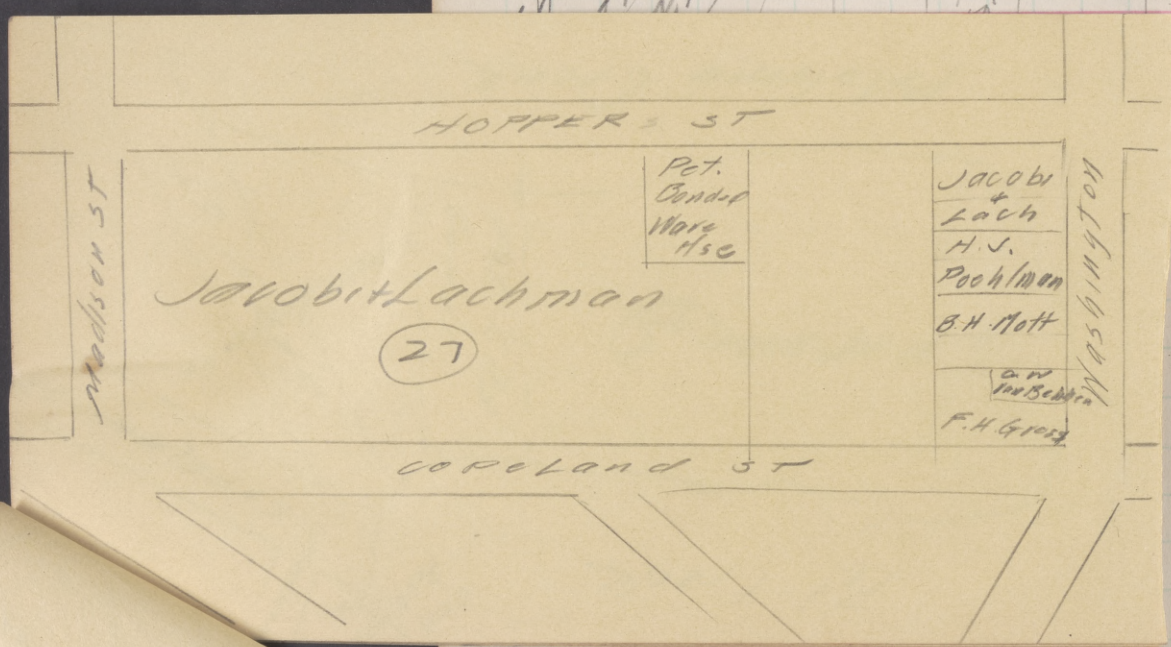
132

ALVITA

DAVID

S.M. GUTTER MUTE.

50 + M. LEVER.



HOPPER ST

MADISON ST

Pet. Bender Ware HSC

Jacob & Lachman

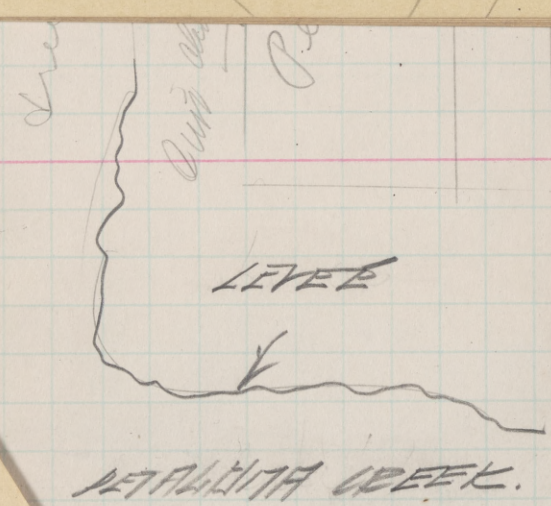
(27)

Jacob & Lach H. J. Poolman B.H. Mott

WASHINGTON ST

F.H. Gross

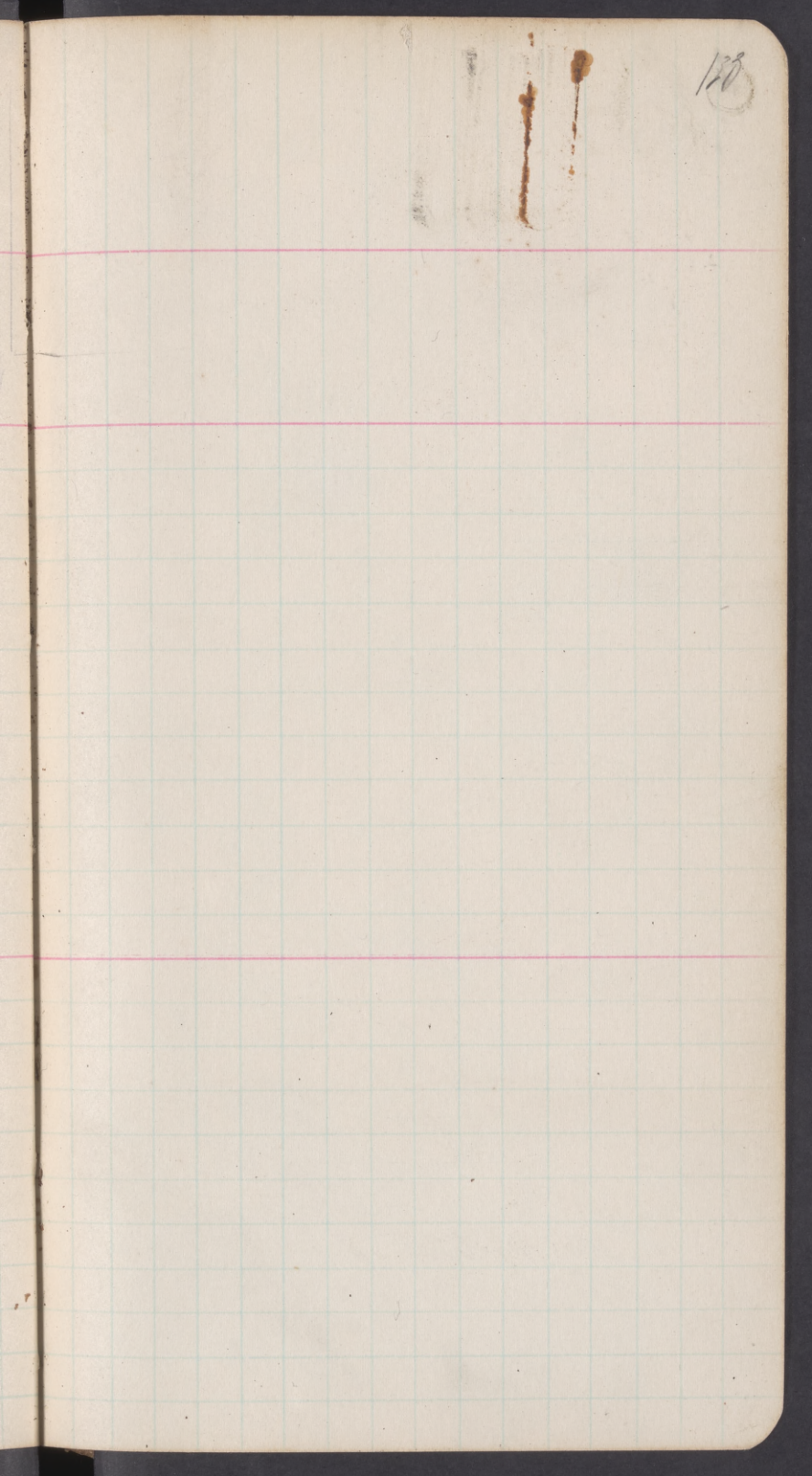
COPELAND ST



LEVEE

ALVITA CREEK.

128



132

ALVITA

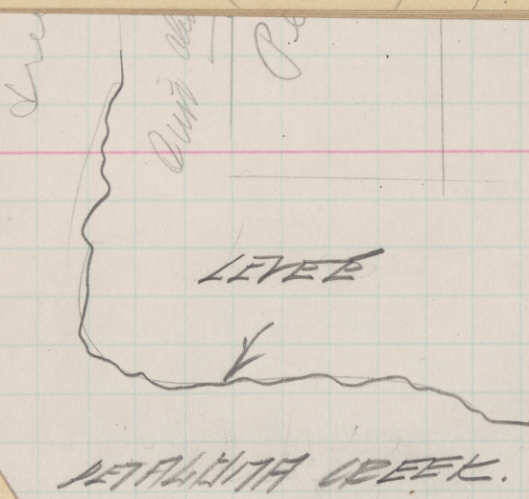
S.M. GUTTER
MUTE.

50 + M. LEVER.

May 21

181

HOPPER ST			
Madison ST	Pet. Condor Ware HSC	Jacobi & Lach H.S. Pochman B.H. Mott G.W. Lee Belden F.H. Gray	Washington
	Jacobi & Lachman (27)		
COPLAND ST			



120

Pet. Creek

G. P. McNear (75)

Pet. City
Canal

Combs & Rogers Co

S.T.

Petaluma Creek

G.H.
Pochman

Machison

COPPERLAND ST

EVER

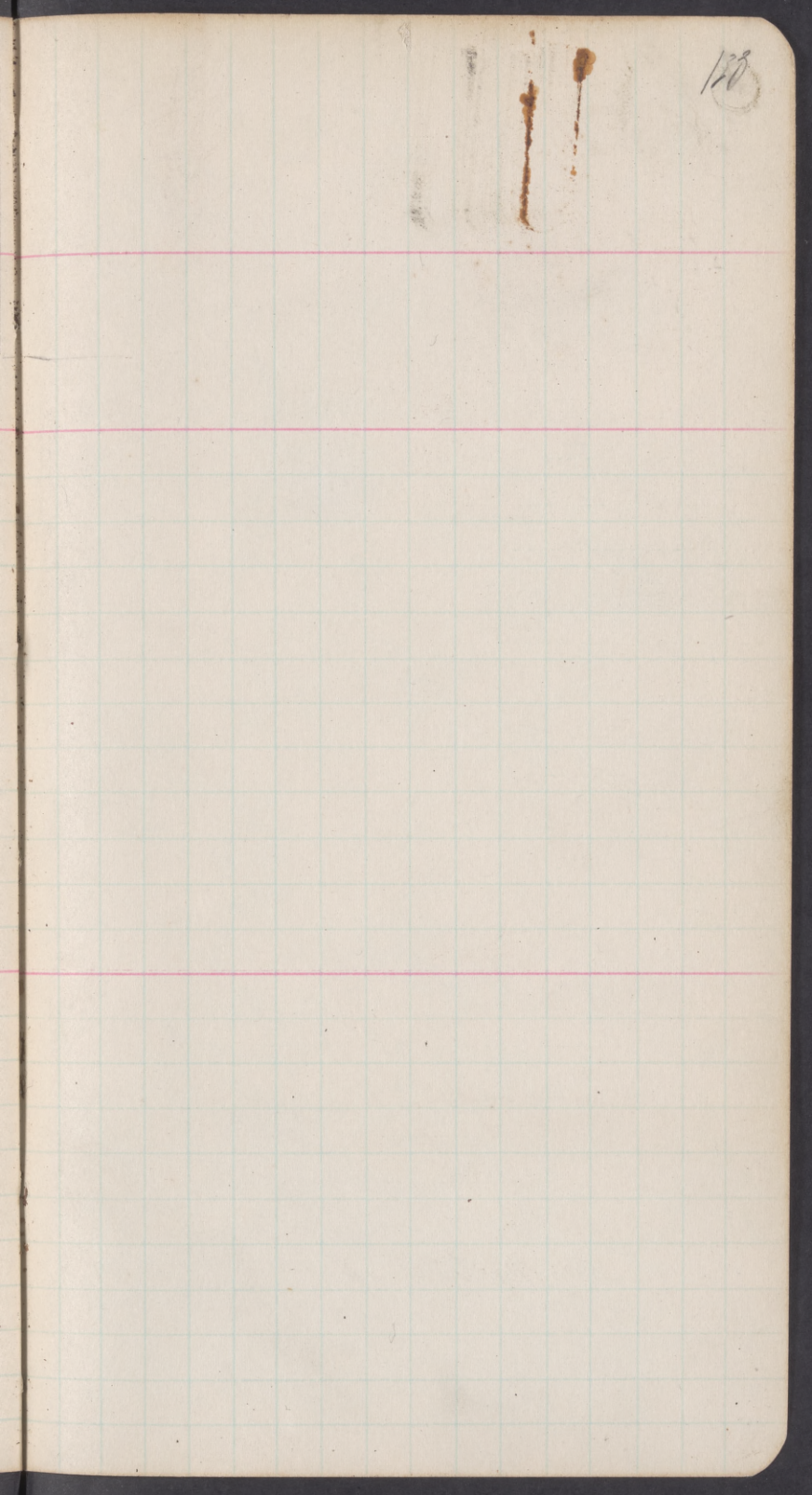
THA CREEK.

S.M.
GUTTER
MUTE.

M. LEYER
50

July 21

128



Bridge
ST.

Pet Creek

T. Quinn
Et AL
28
P & S R. R. Co

Petaluma Creek

N.W. P. R. R. Co

Hopper ST

H.V. Boehlman

Madison ST.

RIVER

WITH CREEK.

S.M.
GUTTER
MUTE.

M. LEWIS
50

May 21

March 18

138

Petaluma Creek

Hopper St

Simons

Emma

(29)

G. P. McNear

Edith St

Madison St

Druck

Quincy Street

Pete Lane

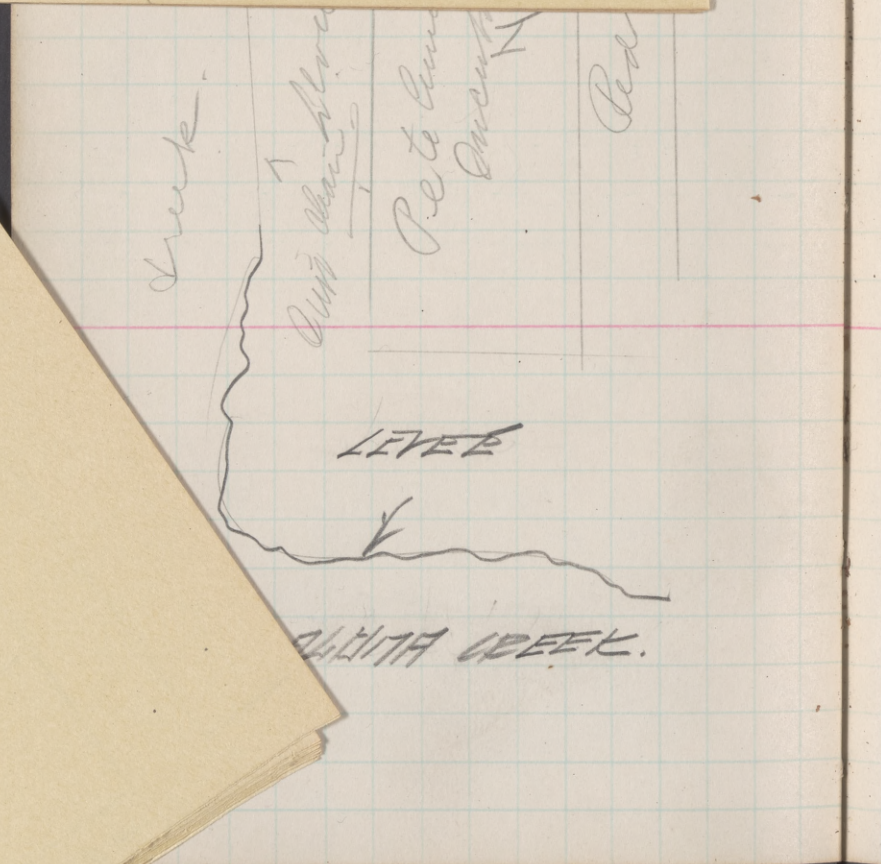
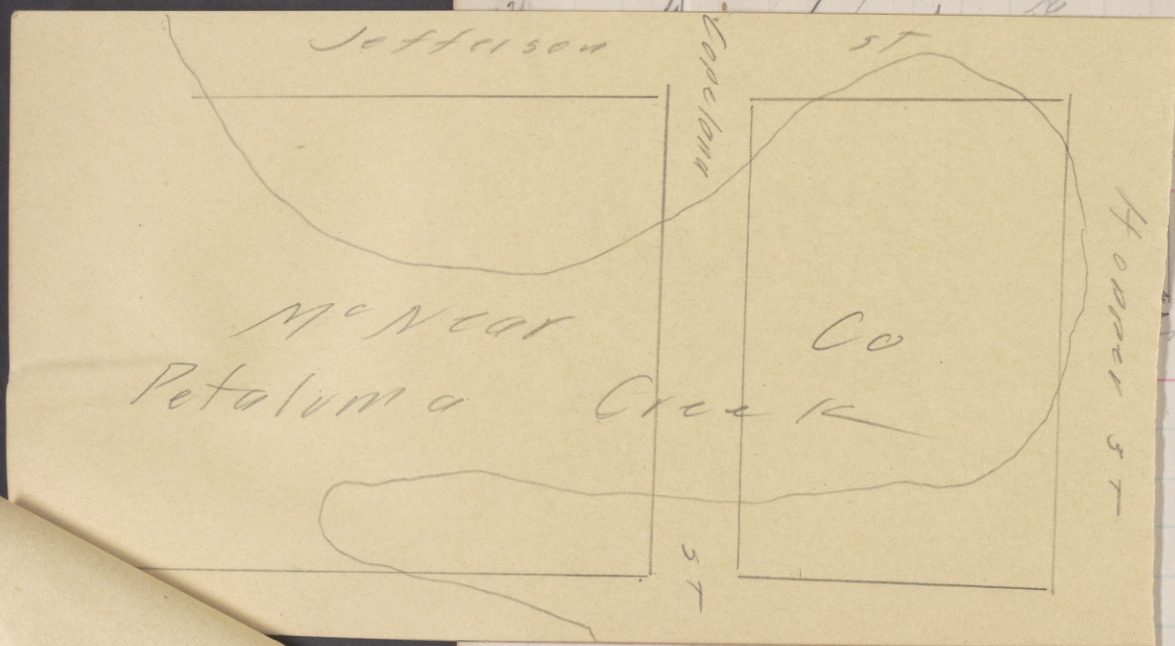
Emmett

Red

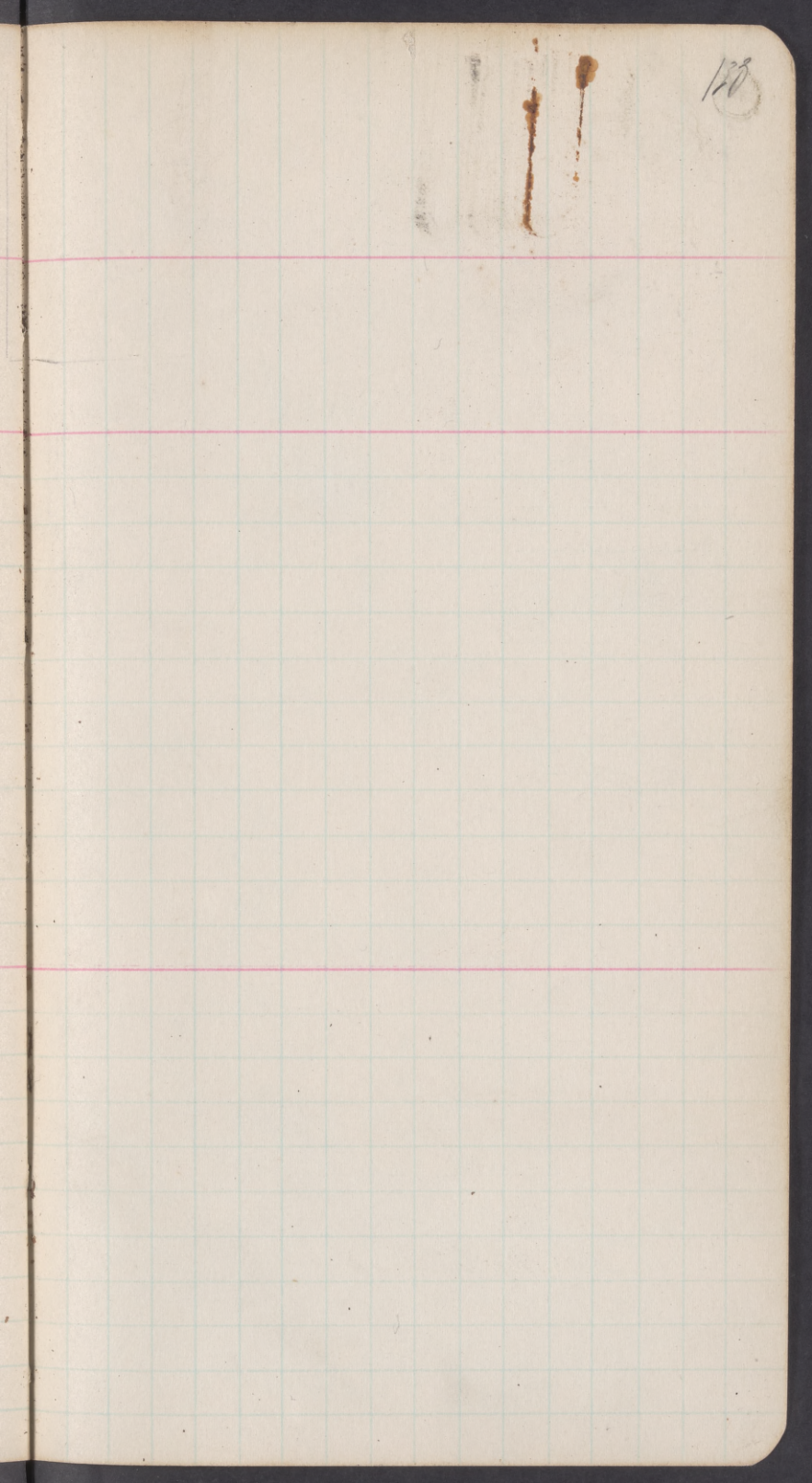
LEVER

WITA CREEK.

120



120



S.M.
GUTTER
MUTE.

17.5
50'

July 21

Shrub for 18'

JT Merritt

U.F. Parker +

M.H. Gordon

C.A.
OFFICE

G.W.
BROWN

G.P. Mc
NEED

Retaluma

CREEK

VEE

TH CREEK.

Oak St

Main St

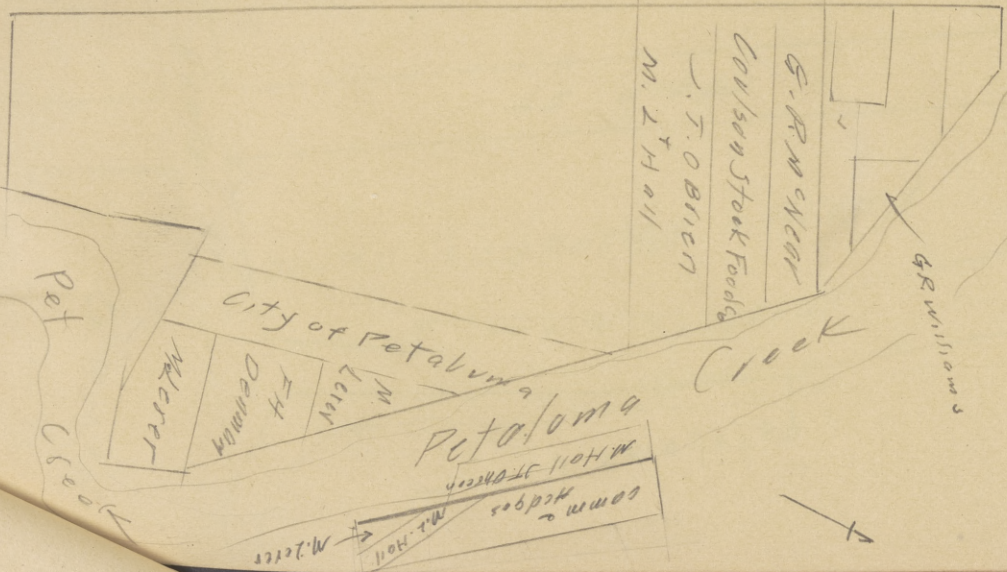
Prospect St

120

Main St.

Main St.

Apex
bridge



Creek

Our own place

Petaluma

Encuentro

Petaluma

LEVER

CREEK.

138

Petabuma Creek

Property Line

VARIOUS PROPERTY OWNERS

Main St

G. P. McNe

English St

1. UTTER
MUTE.

LEXT.

July 21

4 1/2

Per

EE

CREEK.

120

132

117A

S.M.
GUTTER
MUTE.



Creek

Quarry

Peterson

LEVER

HA CREEK.

120

Petaluma Creek

P. G. & E. Co

M. J. J. Co

MacLay Co

1st ST

J. G. & E. Co

M. J. J. Co

G. P. & E. Co

2nd ST

D ST

3rd ST

E ST

Creek

Petaluma Creek

Petaluma Creek

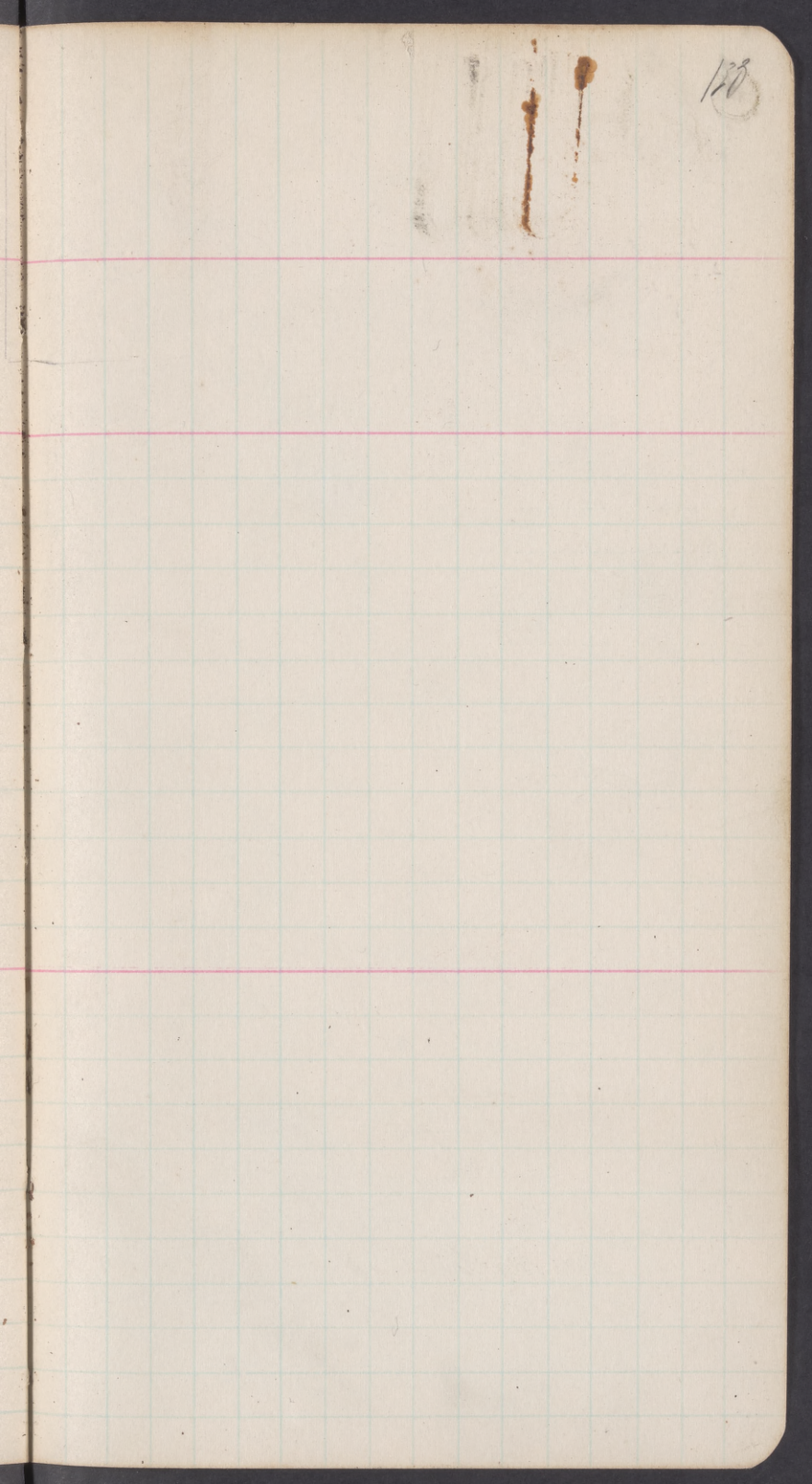
Petaluma Creek

Petaluma Creek

LEVER

CREEK.

128



Q ST

Mary Collins

200

W. Englehart

1 Q ST
152.2

152.2

2nd ST

H ST

3638

Carliss Gas Eng Co

20572

S.M. CUTTER
MTE.

G.C.
Gooding

1/2 P. H. H. H. H.

Pat. Creek

Mc Neal

Pat C. H.

105.3

Druck

Quip's Chancery

P. to the

Quip's

LIVER

MA CREEK.

120

132

F ST

T. M. Clay

Pat Creek

G. P. M. Near

SCHLICKER

Hd. Ware Co

Coulson Pottery

1st ST

G. W. M. Co

H. F. Novell

G. P. M. Near

2nd ST

G ST

Druck

Quartz

Pat Creek

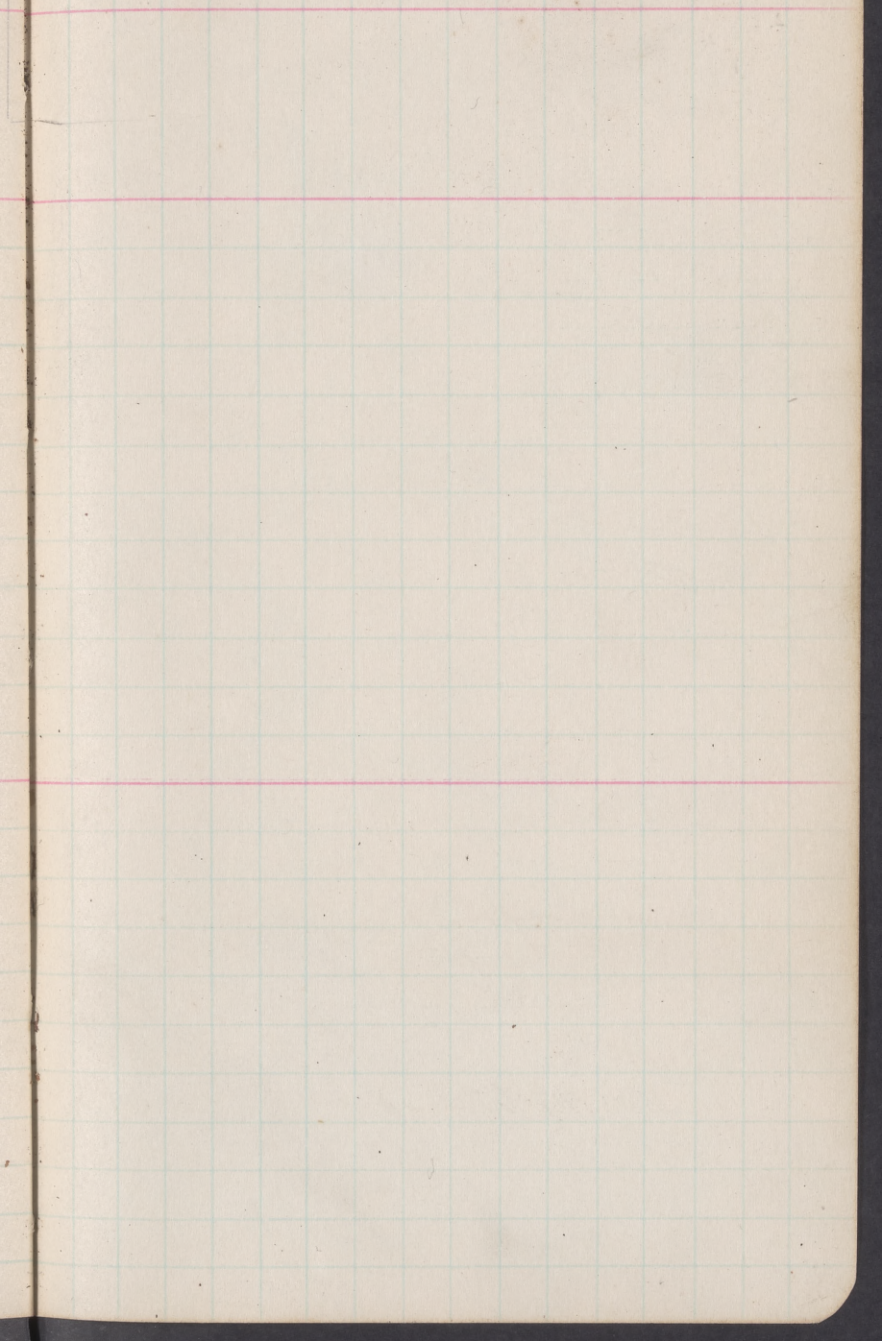
Quartz

Red

LEVER

REEK.

120



132

S.M. CUTTER MTS.

E 5T

Pet Creek

Mallory Co

1st 5T

Elvasser

Aghemano Co

229 5T

F 5T

G.P. McNear

Druck

Quartz Quarry

Pete

Quartz

Pete

LIVER

CREEK.

128

Petaluma Creek

Red

LIFE

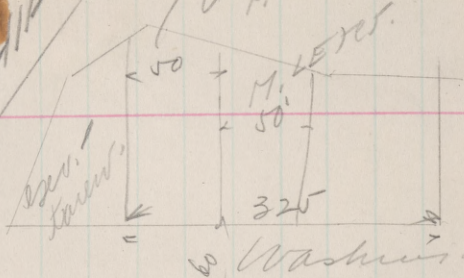
七

128

132

DET ALVITA
PROPERTY
OWNER SAID -

S.M.
GUTTER
MUTE.



July 11

Druck.

Out of the house.

Pete Anna

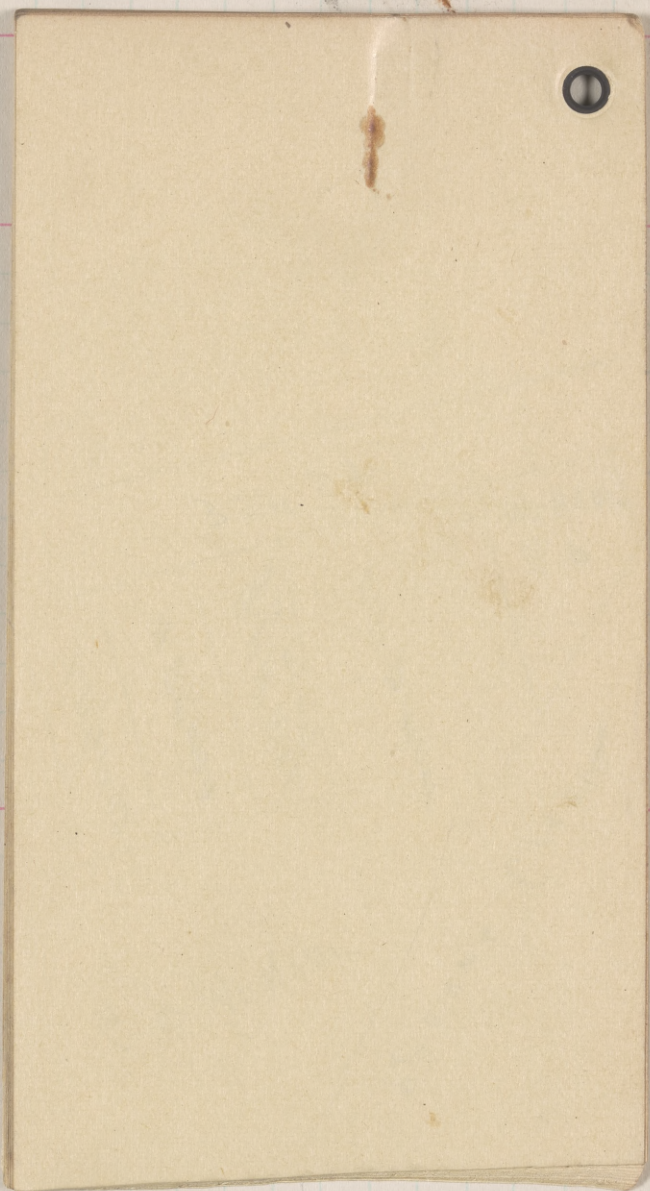
Mountain - W

Redwood St.

LEVER

DET ALVITA CREEK.

120



BA

~~PETALUMA THIRD OF
OWNER SHIP OF
PROPERTY~~

to COPELAND.

made on ST. 136' east

H. J. POEHLING.

then J. QUINN.

Washington ST - east

J. L. CAMM.

Camm
and Hedges.

alley,

J. L. CAMM.

Bay
his

St.

Washington

125

126

DRAINAGE

LEFT-

 $\$598 = 0+00$
~~ADJUSTED~~

W.T. REAPED
200 STAKE

	TIP	DITCH	BOT. PIPE	T. BAIL
	9.3		9.1	2.9 0+00
2.8✓ 9 ¹⁵	7.0	8.0		0+50
3.2✓ 10 ⁰	6.8	8.0		1+00
3.3✓ 10 ²⁵	7.0	8.1		1+50
3.2✓ 10 ⁵	7.3	8.5		2+00
3.2✓ 10 ⁷⁵	7.5	8.9		2+50
3.2✓ 11 ⁰⁰	7.8	9.2		3+00
3.2✓ 11 ²⁵	7.8	9.4		3+50
3.2✓ 11 ⁵	8.4	9.7		4+00

11.7

13.1

BOT. PIPE 4+299

9.9 $\$5917$

236/1125

DITCH
 as it goes
 under fence
 11.7

T. BAIL 2.

594 & 59B.
 MAIN LINE
 SEE FILE -

127

JAN-25-96
 17.H.M.
 G.H.B.

RIGHT

& ditch as it goes under
 fence onto GRACE'S LAND = 8.4
 & DITCH TOP

BOT. PIPE
 8.7

8.6

STAKE.

9.1	DITCH TO 3' NO NOT CHANGE - CORRECTION	
9.3		
9.6		7.0
9.8		7.4
10.0		7.5
9.8		7.9
10.6		7.6
10.2		8

BOT. PIPE
 9.5

11.0

2.7

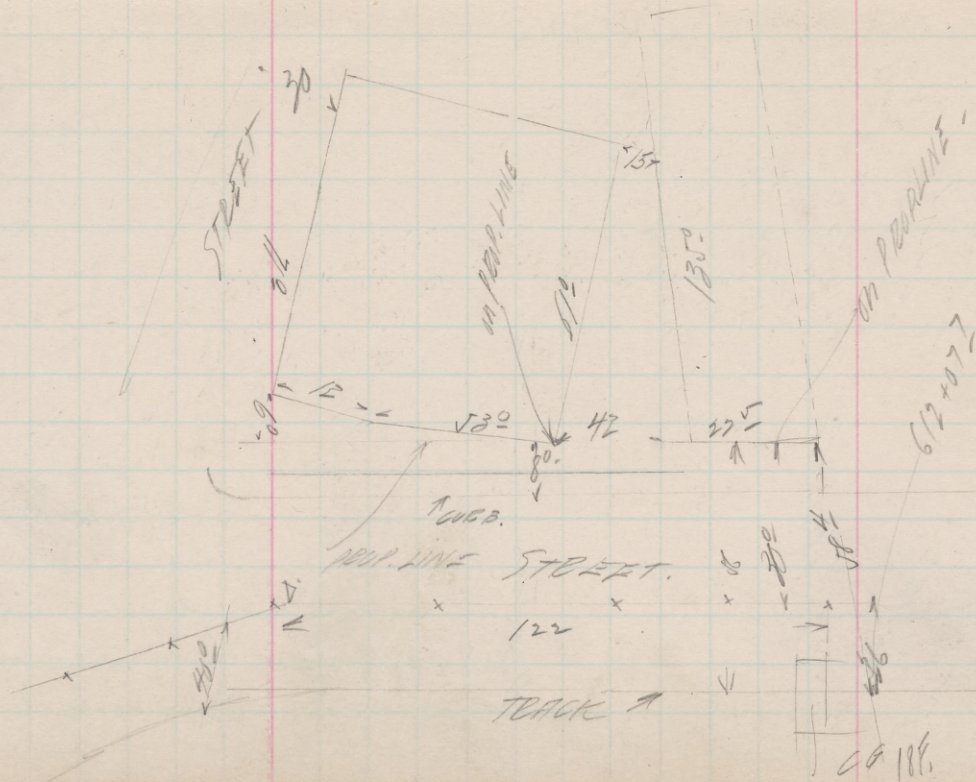
138

T.E.	DITCH	STA
0.75	3.1	0
1.10	3.4	1
1.60	4.40	2
2.04	6.00	3
2.40	5.2	4
2.70	6.1	5
3.10	6.5	6
3.40	7.4	7
3.90	road sing.	

Bot 7.4 - 7.5
 \$ R 5.2

3.9	7.3	8
4.35	7.7	9
4.80	9.0	10
5.20	9.8	11
5.7	9.0	12
6.2	9.7	X
6.6	10.8	
7.0		

11 more rails 596



130

EST-101.9
measurs 102.2

647.75
545.86
101.89 EST.
measurs 102

84542
547.6200000
507252
403680
338168
655120
591794
633260
591794
41466.0

$D \times \tan \frac{1}{2} I + b.$

63177
547.62
126354
379062
442239
252708
315885
335.9698,594

345.97
63.15
409.12 = S.T.

$$D \times \text{area} \cdot \frac{1}{2} I + d.$$

$$\frac{D}{\cos \frac{1}{2} I}$$

$$\frac{2640.34}{320.17}$$

84542

547.625000

507252

404880

338168

665120

591794

733260

676336

569240

64787

545.86

102.01

137

$$\begin{array}{r} 90 \\ 32 \overline{) 17} \\ 57 \end{array}$$

$$611 + 02.72$$

$$606 + 16.37$$

$$\begin{array}{r} 486.35 \\ 630 \end{array}$$

$$1459.05$$

$$291810$$

$$60 \overline{) 306.4005} \quad (71.4)$$

$$\begin{array}{r} 300 \\ 64 \\ 60 \\ 40 \end{array}$$

$$\begin{array}{r} 179 \quad 60 \\ 64 \quad 34 \\ 115 \quad 26 \\ 57 \quad 49 \end{array}$$

$$71.4$$

$$T. 23/4 \text{ tr } 10^{\circ} =$$

$$\Delta = 6^{\circ} 00'$$

$$\begin{array}{r} 13^{\circ} 30' \\ 51 \quad 04 \end{array}$$

$$\frac{120}{30} = \frac{30}{7}$$

$$\Delta = 6^{\circ} 42' 36''$$

$$120 \overline{) 905} \quad (75 \quad 27 \quad 30)$$

$$\begin{array}{r} 840 \\ 600 \\ 600 \end{array}$$

$$\text{length } 127.5$$

$$\Delta_3 = \frac{7.5}{100} \times 600$$

$$6^{\circ} 45 \text{ minutes}$$

$$\begin{array}{r} 12^{\circ} 30' \\ 13^{\circ} 30' \end{array}$$

$$\begin{array}{r} 7.5 \quad 600 \quad (75) \\ 4500.0 \\ 300 \\ 300 \end{array}$$

$$45' \quad 7$$

$$\begin{array}{r} 7.5 \\ 12 \\ 75.0 \\ 60 \\ 45.00 \end{array}$$

forward

Dx

S.T. = *San Jac.*

$$\begin{array}{r} F.E. = 573.14 \\ 210^{\circ}38' \quad 545.86 \\ \hline 27.28 \end{array}$$

$$\begin{array}{r} \text{min } 11754 \\ 6^{\circ}45' \times 27.28 = 3.21 \\ \text{or } " \times 27.28 = 27.09 \\ .99307 \end{array}$$

$$\begin{array}{r} 11754 \\ 27.28 \\ \hline 94032 \\ 23508 \\ 82278 \\ 23508 \\ \hline 320649.12 \\ 3.2064912 \\ 10.95 \\ \hline 63.155 \\ 59.95 \end{array}$$

$$\begin{array}{r} 99307 \\ 27.28 \\ \hline 797456 \\ 198614 \\ 695140 \\ 198614 \\ \hline 270909.496 \end{array}$$

59.95

D = 574.71

27.09

$$547.62 = "D"$$

134

Bridge over hole - 75 I find
west of Russian River
has the same shape
melting - cat 7

45.

$$\begin{array}{r} 30 \\ 100 \\ \hline 3000 \\ 40 \\ \hline 120,000 \end{array} \quad \begin{array}{l} 20 \\ 135 \end{array}$$
$$\begin{array}{r} 20 \\ 60000 \end{array} \quad \begin{array}{l} 2 \\ 1 \end{array}$$

Henry. C. Costa.
240 Mont Gminy.
tel. 507
—

Sutter - 212
O. F. Muldoni
Sutter & Mont Gminy
—

136

Tail - .36

tie plate

12" cap.

16 $\frac{3}{4}$ "

tie 5 $\frac{3}{4}$

tie plate $\frac{1}{4}$

12
16 $\frac{3}{4}$ "
6 $\frac{1}{4}$ "

3.4 $\frac{3}{4}$ "

24
2 ft 10 $\frac{3}{4}$ "

2.89
35 rail

3.24

Rock. 3.54
6.78

grad. cut-off.

new alk hd at east = 60°
east of old.

old bridge = 63°

new alk hd west 40° N
west old alk.

114 A

137 is hereby condemned as and for public road and
right of way. It is ordered that a copy of this
order be filed in office of Co. Recorder and thereupon
the above described property and every part thereof
shall vest in the plaintiff for the purpose of a
public good and use of W. as such Road.
Done in open Court May 19 1915

- COPY OF DEED TO STATE HIGHWAY
FOR RIGHT OF WAY ADJOINING THE TWEEL
ON CO. SPUR - ME NEAR DEC 1915 -

st. R 1200 $\angle$ 14-35 305.43 to a pt. thence curving
to st. from tang. bearing S 68-47 E R 650 $\angle$ 40° 00
453.79 to a point thence S 28 47 E 331.04 to a
point; curving to st. R 1000 $\angle$ 6-28 112.86 to a
point; thence S 22-19 E 383.52 to a point; curve
to lt. R 500 $\angle$ 26-49 234.02 to a pt. thence S
49-08 E 665.37 to a point in said Co. Road
known as Sta A 919+64 $\pm$ P.O.T. of C. H.C. Survey
described as being N 89-17 E 37.30 from a corner
fence post located at inter. of fence line along
S side of said Road with fence bearing S 89-17 W
lt. lands of said P Brown and C B Walls, said
post being identified as common corner of lands
of for said owners. All clear, being true and containing
1/2 deducting that portion now used and acknowledged
as Co. Road. an area of 1.00 acre of land $\pm$ be and

139
county Road leading from San Rafael to Relatama said
pt being known as Sta "A" 880 + 9400 P.O.C. of the C.H.
C. Survey described as being N 78-09 W distant 51.1
from at corner fence post located at the inter. of
fence line along S.E. side of said road with
the fence bearing S 78-09 E. Antiguous to the southerly
side of the dwelling house of said P. Croner said
post being identified as the common corner of the
lands of said P. Croner and lands of E. Cantell
thence from said pt of beginning and curving to
the left from tangent bearing N 58-28 E R. 300
through and $\times$ of 2-07 115.8 to a point, thence
N 31-21 E 216.7 to a point, thence curving to the rt.
R. 300 thro $\times$ of 85-17 341.32 to apt. thence
S 83-22 E 374.83 to apt, thence curving to the

st. R 1200 $\times$ 14-35 305.43 to apt. thence curving

in the manner proposed by plaintiff and the cost
of a good and sufficient fence along the said line
of the proposed right of way and the amount of costs
incurred by the defendants and if appearing to the satisfac-
tion of the Court that of the taking and entry of
of such judgment and decree pursuant to the
verdict of the jury in and to the said plaintiff
duly deposited said money in accordance with such
judgment and decree as therefore

It is here by ordered, adjudged and decreed that the
following described land, to wit, being in Sonoma
Co., Cal. and being a portion of T4 N, R7 W &
T5 N R7 W, Mt Diablo Base and Meridian may
the city of Petaluma in said Co of Sonoma. Said
Right of Way to be 50 wide, 25 feet on each side
of E, commencing at a pt. in the middle of the

In the Superior Court of State of California in and for
the County of Sonoma. O.
County of Sonoma Plaintiff
Patrick Cronin Defendant.

The C. having made its order and judgement in the
above entitled action filed herein on the 20th day 1915 wherein
and whereby it was adjudged and decreed that said plaintiff
have and receive judgement against the said defendant
for the condemnation of the staple land described in the
complaint and hereby consented to and for a public road and
right of way upon plaintiff's land to the defendant or
depending for that in court the sum of \$18.39, the amount
allowed said defendant for value of land taken, the
damages which will accrue to the portion of land
not taken, and the construction of the improvement.

in the manner proposed by plaintiff and the cost

142

$$\begin{array}{r} 5.51 \\ 5 \\ \hline 6.01 \end{array}$$

6.06

17-
493-

485

te 263

up

21-11

364

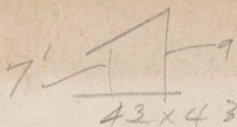
4

3-10-10

3-11

3-11-10

$$\begin{array}{r} 3.26 \\ 2.92 \\ \hline .34 \end{array}$$



new #9 - 89 feet
from head to P. frog

7857

$$611 + 02.72$$

$$606 + 16.37$$

$$486.35$$

$$\begin{array}{r} 100.37 \\ 10.12 \\ \hline 92 \end{array}$$

$$142$$

$$142$$

$$29.85$$

$$15$$

$$14.4$$

$$L = 100 \Delta$$

$$\frac{D}{2}$$

2.

$$486.35$$

$$10.5$$

$$2431.75$$

$$486.35$$

$$51.06.65$$

$$28$$

$$101.9$$

$$99.7$$

$$2.2$$

$$10. \frac{22.5}{22.5}$$

$$10. \frac{22.5}{22.5}$$

$$10. \frac{22.5}{22.5}$$

$$\begin{array}{r} 376 \\ 1 \\ \hline 116 \end{array}$$

$$\frac{56.00}{360}$$

$$376 (18.8)$$

$$29 \overline{) 216}$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

$$189$$

Jacob

$$319 (17)$$

$$319 (17)$$

$$319 (17)$$

$$319 (17)$$

$$319 (17)$$

$$319 (17)$$

$$319 (17)$$

$$319 (17)$$

$$\begin{array}{r}
 14.7 \\
 \underline{2} \\
 29.4 \\
 \underline{15} \\
 44.4 \frac{3}{4}
 \end{array}
 \quad
 \begin{array}{r}
 5.89 \\
 3.21 \\
 \underline{2.80} \\
 .80
 \end{array}
 \quad
 \begin{array}{r}
 600.0 \\
 804 \\
 \underline{222} \\
 1700 \\
 \underline{3506}
 \end{array}
 \quad
 \begin{array}{r}
 5.89 \\
 2.875 \\
 \underline{2.8} \\
 .675
 \end{array}$$

7230

Collins Bonnet

$$\frac{21}{4} \frac{42}{8}$$

$$\frac{47}{8} \frac{5}{8}$$

Baldorick

$$\frac{3}{8}$$

5" in

Balls

20 acres

$$77+230 \text{ min.}$$

$$78+00 = 8025 \quad 82+74$$

$$-0253$$

$$\begin{array}{r} 2.875 \\ 34 \end{array}$$

$$88+740 \text{ east Ball.}$$

$$\begin{array}{r} 3.2155 \\ 86+76 \end{array}$$

$$89+00. \quad 6.00$$

$$\begin{array}{r}
 3.93 \\
 56.3 \\
 \underline{3.93} \\
 56.3
 \end{array}$$

